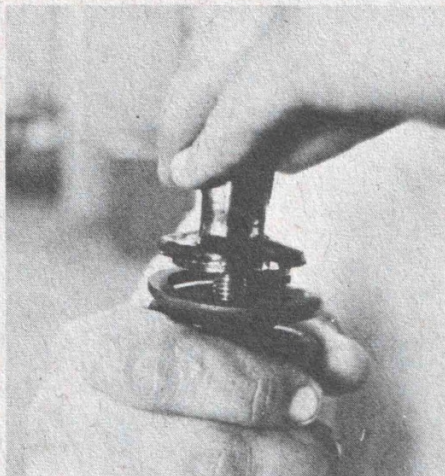
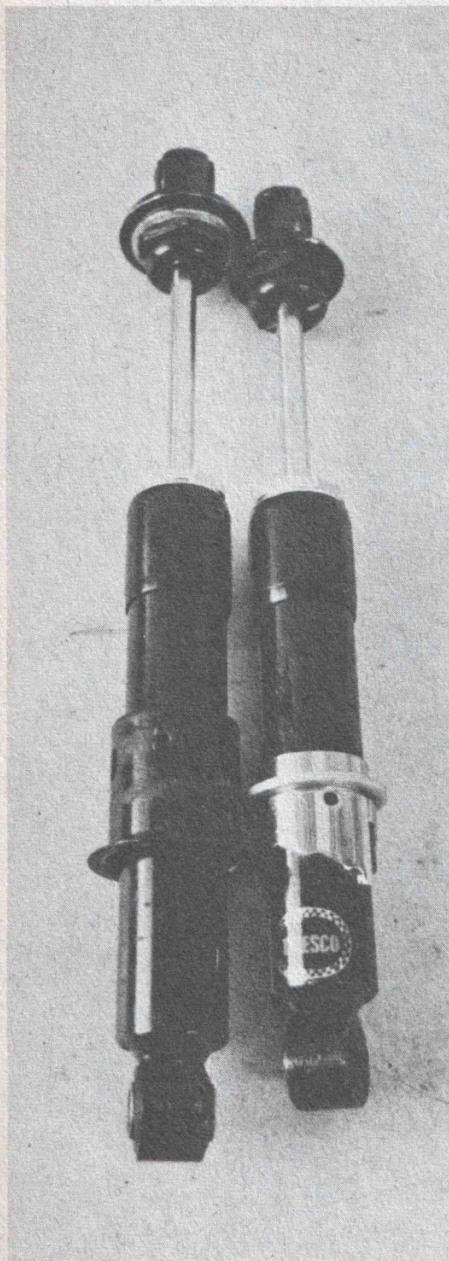
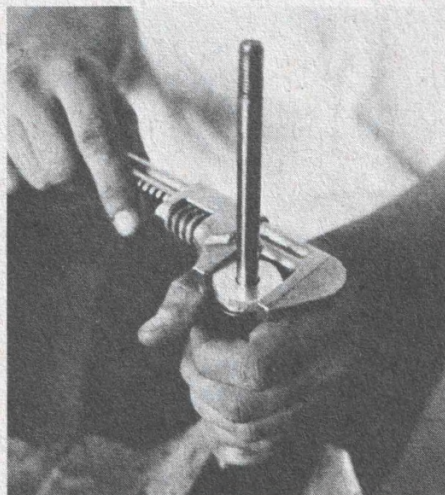


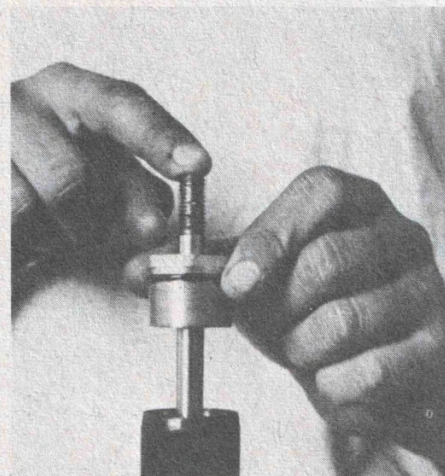
TELESCO



Compress spring and loosen large nut under shock eye. Hold eye in place with strong screwdriver or similar instrument. This usually takes more hands than you have. Get a friend.



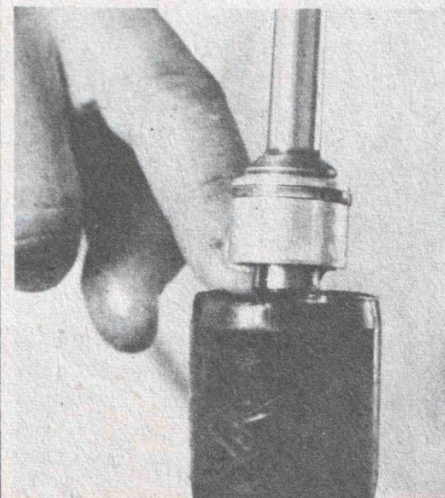
Loosen large cap on body of shock. A large crescent will do an adequate job, but the right size wrench is better. We had nothing that would fit—hence the cruder tool.



Remove cap from body by unscrewing. Do this slowly. If grinding is felt, dirt is present and must be cleaned out to prevent ruining the cap. Slide cap up and off of shaft.



Remove oil retaining sleeved cup from body and slide upward over depressed shaft.



Pull out shaft. Poppet will stay on end of shaft.

SPECIFICATIONS: TELESCO "CROSS"

SHOCKS

Part #	Length (eye to eye)	Weight	Oil Capacity	Travel	Rebuild Kit #	Retail Price Per Pair
A41-0001	305mm (12")	27 ozs.	56cc	3½	A41-1001	\$44.00
A41-0002	315mm (12.4")	27 ozs.	57cc	3½	A41-1002	\$44.00
A41-0003	330mm (13")	27 ozs.	62cc	3½	A41-1003	\$44.00
A41-0004	340mm (13.4")	27 ozs.	64cc	3½	A41-1004	\$44.00

SPRINGS

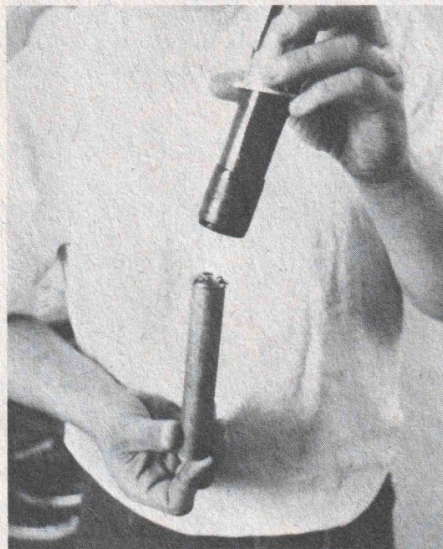
Part #	Length	Rate	Color Code	Retail
A42-0001	210mm (8.25")	55 lb.	Red	\$3.50 ea.
A42-0002	210mm (8.25")	75 lb.	Green	\$3.50 ea.
A42-0003	210mm (8.25")	90 lb.	Yellow	\$3.50 ea.
A42-0004	210mm (8.25")	110 lb.	White	\$3.50 ea.

- Shocks are supplied without springs.
- Shocks are supplied with 10mm and 12mm eye bushings.
- Each pair of shocks comes with spring adjustment tool.



Pull out inner body (sleeve) and drain. Clean all parts thoroughly and check for wear.

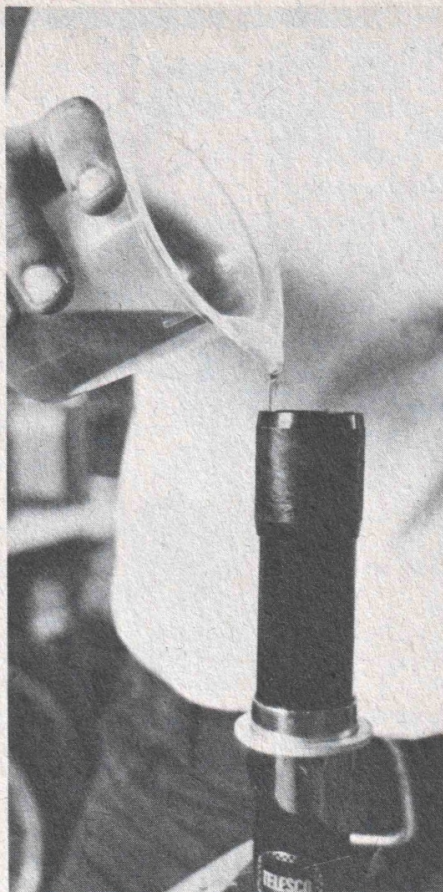
Replace worn or damaged parts (seal, ring, etc.) with proper kit. See enclosed numbers for appropriate shock.



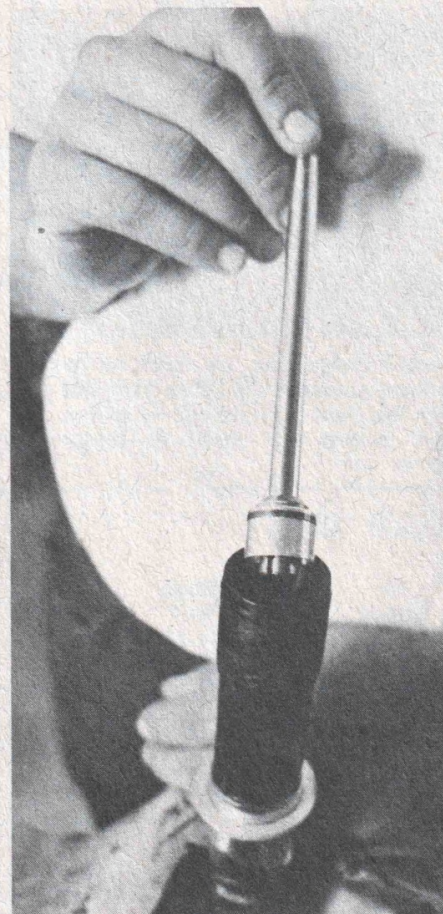
When re-installing inner body, make sure washer placement is centered.



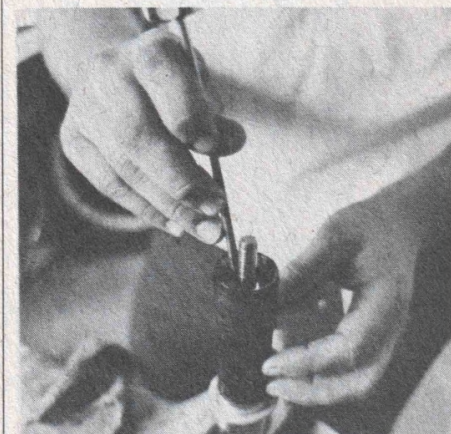
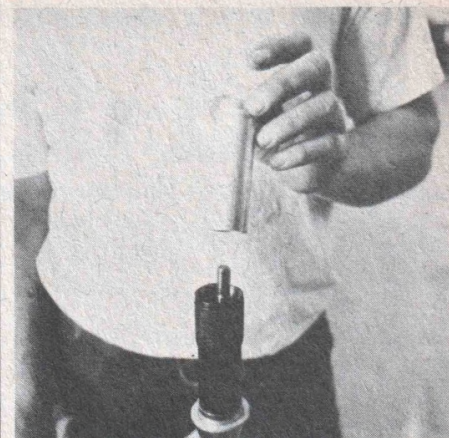
Hold inner body upside down and slowly slide housing over it, making sure that locating washer is not disturbed.



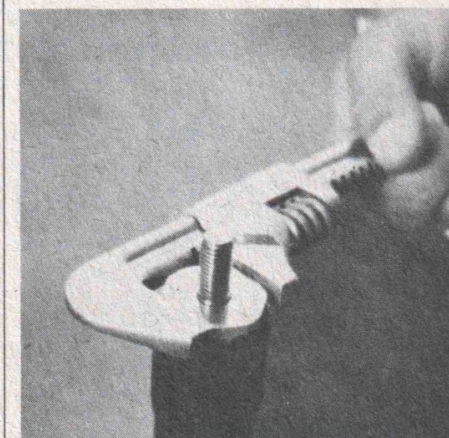
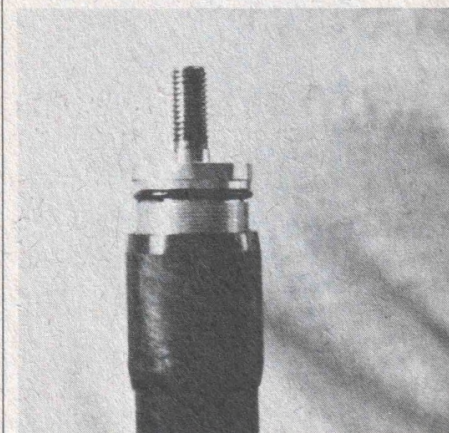
Place shock back in vise and place in specified amount of oil. See chart for the right numbers.



Install piston shaft assembly. By gently using small screwdriver, piston ring can be compressed to allow unit to slip in.



Slip oil retaining sleeved cup over compressed shaft. Do this gently to keep oil from surging out. Make sure oil retaining sleeve is centered over inner body.



Install cap seal nut assembly over compressed shaft. Tighten and replace hardware.