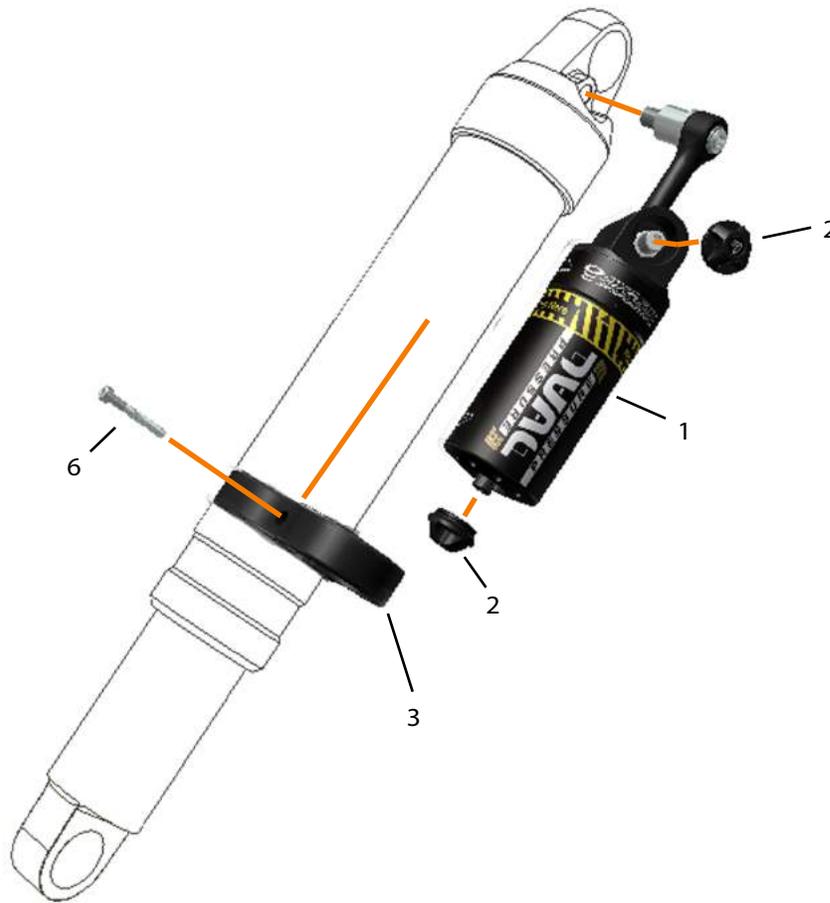


Dual Pressure 3 Kit #03-35-004-A		Item	Description	Qty
		1	DP3 Reservoir	1
		2	Schrader Caps	2
		3	Mounting Clamp	1
		4	7/64 Allen Key	1
		5	5mm Allen Key	1
		6	6-32 Bolt	1



Torque nuts and bolts to OEM specifications found in your vehicle service manual



Do not overtighten Dual Pressure Fitting to Shock

⚠ Important! Read all instructions carefully and double check your work. Failure to follow instructions may result in damage to suspension components. After installation is complete be sure to cycle the suspension through it's motion. We are not responsible for any damage that can occur from improper installation.

Dual Pressure Air Reservoir Installation

1. Remove shock from vehicle
2. Discharge air from shock  Important for Safety
3. Remove the charging valve from the shock
4. Install Dual Pressure on the shock in place of the charging valve

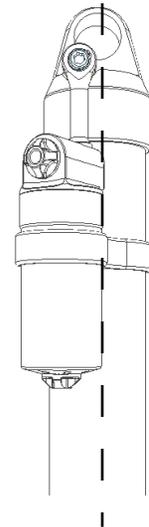
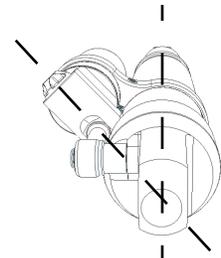
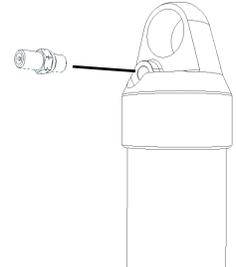
For Dual Pressure 3 tighten using either a 5mm Allen Key (included) or #40 Torx bit

5. Align and secure reservoir to shock body with aluminum clamp using the provided 7/64" Allen Key
 - Be sure to place clamp over indicated clamping area
 - The reservoir should be rotated upward with the banjo fitting remaining parallel to the body cap as seen on the right
 - Note: Because of varied decal thicknesses, if reservoir remains loose when clamping, add a small piece of tape as a shim. Do not overtighten clamp.

6. Charge the Bottoming pressure to 150 psi and the Ride Height pressure to 75 psi. (Final pressures will be set in step 8)
7. With the charging valve caps off, leak check the shock & reservoir assembly by fully submerging in water

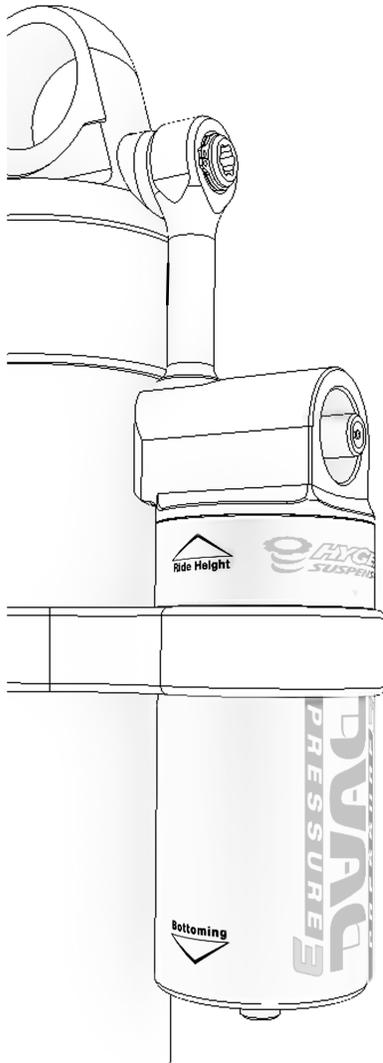
Note: When inserting the shock into water, move around for a few seconds before inspecting for air bubbles. If there is a leak it will be a constant stream of bubbles.

8. Set shocks to recommended starting pressures, See page 3.
9. Re-install shocks on vehicle



If in doubt, just ask !

Dual Pressure Air Reservoir Installation



Setting Air Pressures

The Dual Pressure reservoir system has two charging valves. One charging valve controls ride height, the other controls bottoming resistance.

NOTE: Air Pressure should be set with the vehicle suspended with no load on the shocks

STEP 1:

STEP 2:

⚠ Set bottoming pressure first to ensure that the separator piston is positioned correctly

2. Set Ride Height

Higher Pressure = Raised Ride Height
Lower Pressure = Lower Ride Height

Recommended Starting Pressures (Fronts)

Fronts	2 Stroke	4 Stroke
Ride Height:	55-65 psi	65-75 psi
Bottoming:	130-140 psi	150-175 psi

Recommended Starting Pressures (Rears)

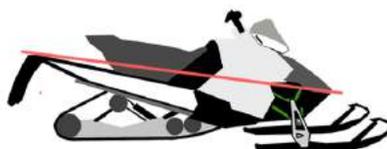
Rears	Std. Linkage	With Linkage #73-11-000
Ride Height:	120-140 psi	200-250 psi
Bottoming:	200-225 psi	250-300 psi

1. Set Bottoming

Higher Pressure = Stiffer Bottoming
Lower Pressure = Softer Bottoming
*Use the bottoming chamber to adjust for ride quality



It is ideal to have a balanced vehicle with the suspension's ride height set at 1/3 the overall travel in both the front and rear.



A lower front end may provide flatter cornering and less darting, however you will notice more frequent vehicle bottoming.



A raised front end may increase darting and negatively effect rear sag.

If in doubt, just ask !

Dual Pressure Air Reservoir Mounting Orientation

Std. Linkage Mounting

- With standard linkage the reservoir can be angled upward or downward



Must remove idler wheel for reservoir clearance



Pro Linkage Kit Mounting

(Pro Linkage Kit #73-35-000-A)

- Reservoir needs to be angled upward as shown or damage will occur



Must remove idler wheel for reservoir clearance



If in doubt, just ask !

Dual Pressure Air Reservoir Mounting Orientation

Optional Pro Linkage Kit Mounting
(Pro Linkage Kit #73-35-000-A,
Additional Body Cap #23-03-101)

- Idler wheel remains in std. location
- Recommended for the particular and high mileage riders



Body cap must be installed
by a qualified technician



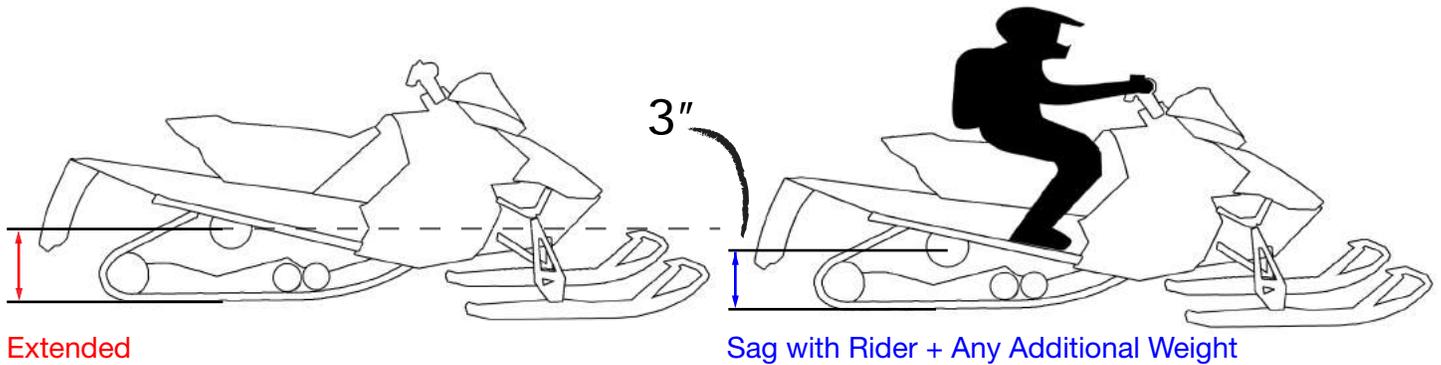
The 141 Pro Linkage Kit Instructions and Installation Video  can be found on our website.

*After installation is complete, cycle the suspension through it's motion to ensure that there are no clearance issues. We are not responsible for any damage that can occur from improper installation.

If in doubt, just ask !

Setting Ride Height

1. Pull up on the rear bumper, until rear suspension is unloaded, and measure the distance from the rear arm bolt to the ground.
2. Place rider and gear on vehicle and re-measure. This should be 3" less than the previous measurement without rider. Adjust air pressure/preload as necessary to achieve this.



3. Once the vehicle ride height is set, make sure that your track rail is level to the ground. Make any adjustments as needed.



Vehicle track is level to ground

- Ideal for optimal handling
- Loaded ride height is at 1/3 of total travel



Problem: Rear of track is off the ground

- Solution:
- Increase front preload
 - Check tunnel mount location



Problem: Front of track is off the ground

- Solution:
- Decrease front preload
 - Check limit strap position is in std. location
 - Check tunnel mount location

If in doubt, just ask !