



ASSEMBLY PROCEDURE

IDA Base Assembly

P/N: 310 60040-XX

I. SPECIAL PRECAUTIONS

- a. Whenever working with the internals of a damper, be careful not to scratch the interior of the pressure tube. This could cause the damper to function improperly.
- b. Be careful not to scratch any sealing surfaces within the damper that would cause either internal or external leakage of the unit after assembly.

II. Tools, equipment, and supplies

- a. O-ring Lubrication
- b. Bicycle tire pump for use with Schrader valve style inner tubes
- c. Shock Vise – p/n: 310 30204
- d. IDA Oil Drip Cup – p/n: 310 60201
- e. IDA Body Wrench – p/n: 310 60200

III. Components

- a. (1) Bladder Base Assembly - p/n: 310 60080-XX
- b. (1) End Cap Assembly - p/n: 310 60081-50
- c. (1) Quart Integra Shock Oil - p/n: 310 30900-1

IV. Instructions

- a. Position the end cap assembly, p/n: 310 60081-50, in the shock vise, p/n: 310 30204, with the air fill valve facing toward the assembly technician.
- b. Place IDA oil drip cup – p/n: 310 60201 around the end cap.
- c. Ensure the (3) alignment balls are positioned properly in the end cap assembly p/n: 310 60081-50. Replace/reposition if necessary.



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- d. Place a small amount of grease over the air fill port in the end cap (as shown below) and the air fill port in the base valve. This will keep oil from leaking into the nitrogen chamber during assembly.



- e. Fill the end cap with 80cc of shock oil – p/n: 31030900-1. This should be approximately $\frac{1}{2}$ of the way up to the bottom of the end cap threads. Be sure the alignment balls remain properly seated.



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- f. Slowly slide the bladder base assembly - p/n: 310 60080-XX into the end cap assembly. Oil should bleed over the end cap assembly and into the drip cup. This process purges the air from the base assembly. Be sure to align the o-ring port in the bottom of the base valve with the air fill valve in the end cap as indicated in the photo below.



- g. Press the bladder base assembly into the cap by applying force through the tube adapter as shown.



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- h. Slide the locking ring down until it engages the end cap (as shown below) and tighten the locking ring with the IDA body wrench – p/n: 310 60200. Be sure to hold the pressure tube stationary and allow the locking ring to seat the pressure tube. Tighten only until a slight pressure on the assembly can be felt.





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- i. Attempt to rotate the pressure tube a few degrees in either direction. If the anti-rotation balls in the end cap have engaged properly, the tube will not be able to rotate. If the anti-rotation balls are not engaged properly, slowly rotate the pressure tube in each direction until the balls are engaged properly.
- j. Continue tightening the locking ring with the IDA body wrench. Tighten the locking ring firmly, but do not over-tighten, as too much torque will ruin the anti-rotation features within the assembly.
- k. Use the bicycle tire pump to apply 10psi – 15psi of pressure to the air fill valve in the end cap. This will fill the bladder and force any air trapped in the passages of the base valve to be purged up through the middle of the pressure tube. Do not fill the end cap with air from a constant source such as an air compressor. This could cause the bladder to over expand and destroy the bladder or unseat the sealing ends of the bladder.
- l. Leave the 10psi – 15psi of air pressure in the unit until after the damper has been completely assembled. This will aid in purging the air from under the piston assembly when the head assembly is being installed into the base assembly.
- m. Remove the oil drip cup, cover the open end of the pressure tube, and store the assembly with the open end of the pressure tube facing up. This will ensure that the oil remains in the reservoir around the bladder.