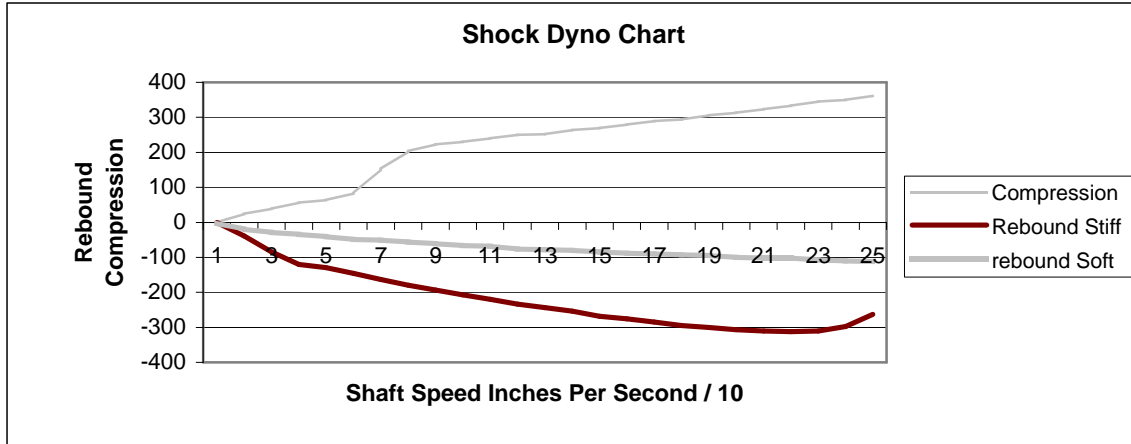


Comptech Adjustable SkySki Shock INSTRUCTIONS

Warning: *Misuse of this product can lead to serious injury please follow all of Sky Ski's safety precautions when using Ski and shock*



To adjust the CASS shock you first need to understand a few definitions

Rebound: How fast the shock returns after it is compressed on landing or how fast the shock uncompresses off a wake on take off. If the rebound is to high/stiff the shock will not return to its unloaded state and rapid progressive loadings will make the unit shorter and shorter. This will also vary with the air pressure being run. If the rebound is to soft the shock will return very rapidly and it could feel like you are getting kicked in the butt as the seat returns to quickly. This also varies with how much air pressure you are using. A rule of thumb would be the more air pressure you use the more rebound you will want. This is adjustable as you can see in the above chart with a minimum of -100lbs to a maximum of -300lbs at maximum shaft speed.

Compression: How fast the shock compresses or collapses. This happens on landing or when you load the ski up before take off from a wake etc. This is adjusted by setting the static AIR PRESSURE. The valving has been designed to give a harsh/stiff ride when cruising and doing small jumps etc. and then softening up on high impact Big Air maneuvers. This is called a digressive compression valve and allows the air pressure to be run at a lower static pressure. The more pressure the stiffer the ride and the harder the landing. You can bottom this shock out without damaging it, but you will get a jarring thud if you do. **We recommend setting the air pressure to a minimum of 150 psi**, with most riders in the 200-250 psi range. As of the latest field tests, the most aggressive riders are using about 240 psi. **We do not recommend using more than 300 psi.** If you are bottoming out the shock at 300 psi then we would suggest returning the shock so we can revalve the compression valve inside the shock to a stiffer setting. Optimum air pressure will let the shock collapse $\frac{3}{4}$ travel to just before it bottoms out. To find if you are close, measure to the top of the O-ring on the Shaft after a hard ride, it will measure $\frac{3}{4}$ " from the seam where the shaft is threaded into the adjuster housing if you are close to bottoming. See **fig. 2**

Maintenance: There is none needed internally, after 1-1/2 years of testing we have found no internal wear. **The pivot axles that mount the shock should be lubed inside the bushings**

with waterproof marine grease every 20 hours of riding or sooner depending on how much lube is present after your first service.

Comptech Adjustable SkySki Shock

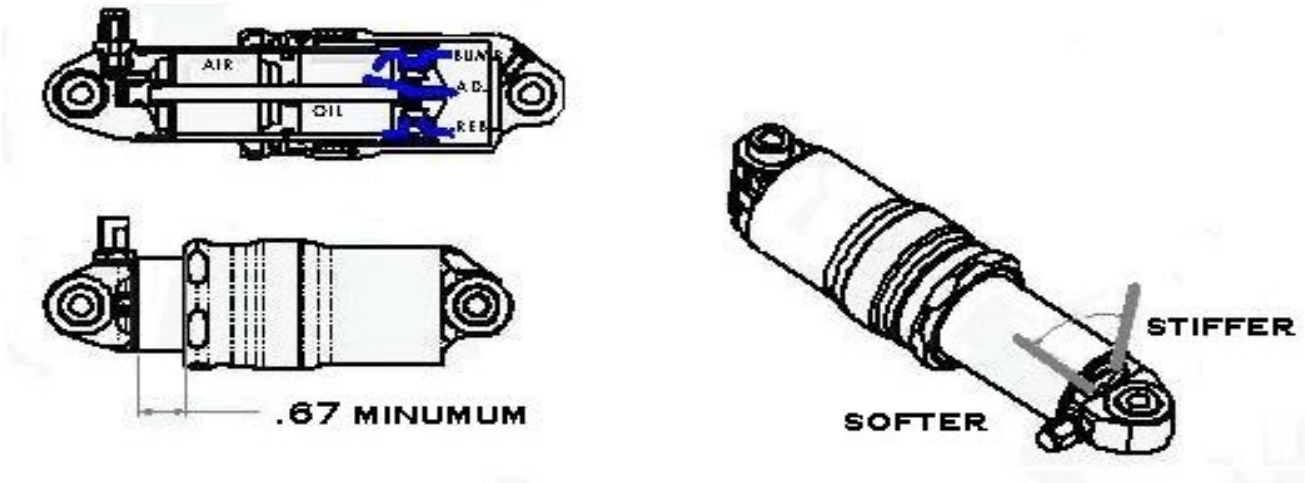


Fig 2

Adjusting instructions: The shock can be adjusted for rider preference. The shock is set at 2 sweeps from full stiff. We found this to be a good starting compromise for all riders. To change it and to get familiar with the unit take the hex key adjuster tool supplied and insert it in the adjuster in the slotted eye in the bottom of the shock body. Turn the adjuster **CLOCKWISE** to make the **REBOUND FULL STIFF**. When you feel some resistance on the adjuster you have closed the rebound valve and you are full stiff. Each adjustment with the hex key starting at the right side of the adjuster eye in the body to as far as the key will **sweep** (rotate) to the left is called one **SWEEP**. Now from full stiff **SWEEP** the adjuster 2 sweeps to the right and this will soften up the Rebound. After about 6 sweeps it will not get much softer so there is no need to go any further.

Step 1: Set static pressure to 200 psi. After riding check the travel

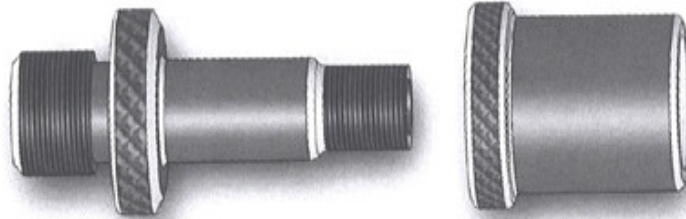
Step 2: Set the rebound to 2 sweeps from full stiff.

Step 3: Ride, check your travel and adjust air pressure if needed. Then play with the rebound try 6 sweeps and full stiff to get a feel for what is happening.

Warranty: Comptech warrants the shock to be free of manufacturing and assembly defects. Each shock has been tested on a shock dyno to confirm the performance of the unit. If there are any defects or problems within the first year ship it back to Comptech and it will be repaired at no charge and we will pay the return freight to you. This shock is covered for what would be called normal use and abuse in a Sky Ski application. Not lubing bushings, running with no air in the unit, exceeding the max recommended air pressure or returning with scratches or dings in the shaft or body that could cause leakage or sticking voids the warranty.



Accu-Fill No Leak Schrader Adapter



Male Adapter
(thread onto shock pump)

Female Adapter
(thread onto Schrader valve)

The Accu-fill adapter is designed to allow accurate pressurization of the Shock Tower shock. The adapter makes it possible to set the air pressure in the shock and then remove the pump without any air escaping from the shock.

Step #1 Remove valve cap from the Schrader valve, then thread the female adapter onto the Schrader valve. You will feel the O-ring seal against the top of the Schrader valve.
CAUTION: Do Not Over tighten. Hand tighten only. Turn $\frac{1}{2}$ to 1 revolution after you feel the O-ring contact the Schrader valve.

Step #2 Install the male adapter onto the end of your air pump.

Step#3 Insert the male adapter into the female adapter and then rotate clockwise to engage the thread. As you thread the male adapter into the female adapter you will feel the O-ring seal on the surface of the male adapter. A drop of oil will make the two parts slide together easier.

Step #4 Once the thread has engaged the valve core will be automatically depressed. You can now read the pressure in the shock on the gauge of the pump. Please note: The pressure will read slightly lower what was originally in the shock. This is due to the fact that some air transferred into the pump and gauge when it was attached to the shock.

Step #5 Set the pressure by adding air into, or releasing air from the shock.

Caution: Do not compress the shock while a pump is attached to it.

Step #6 Remove the air pump by turning the pump counterclockwise. This will release the valve core, sealing the shock to the pressure you set. Note: The valve core completely closes before the male adapter has moved past the O-ring. This is how the accu-fill adapter

allows you to accurately set the pressure without any air loss. After the valve core seals and the male adapter is unthreaded, the residual pressure in the O-ring cavity, and the pump hose & gauge will push the adapter out. This is normal and does not affect the air pressure in your shock.