



## Instructions to Service Stabilizer

THIS INSTRUCTION SHEET WAS CONSTRUCTED DUE TO THE DEMAND FOR OWNERS WHO WANT TO SERVICE THEIR OWN DAMPER, *WE RECOMMEND* YOU SEND YOUR UNIT TO SCOTTS FOR SERVICE TO INSURE IT'S DONE PROPERLY. IF YOU ARE NOT SURE OF ANYTHING PLEASE CALL SO YOUR NOT SORRY YOU TRIED IT YOURSELF.

recommended oils: / Bel-ray HVi light or 3w / Spectro Very light / PJ1 2.5wt

recommended special tools: bullet tool for seals / link arm puller tool / Scotts damper oil with injector tip

### OIL CHANGE ONLY:

- 1) Remove all ten Allen head bolts holding the top cap on the body. (see diagram #1)
- 2) With the bolts out, twist the cap sideways to break it loose and lift cap off (oil will come out). (dia #2)
- 3) Empty the oil and clean thoroughly with solvent or contact cleaner. Clean all valving holes in cap and blow out with pressurized air.
- 4) Clean the cap seal thoroughly, regrease and reinstall cap & screws. (We recommend use of bullet tool).
- 5) Remove both bleed hole bolts (bottom of damper dia #3). Move the vein all the way to one hole, fill the damper by injecting oil into the opposite hole forcing air out the other hole at the same time. (dia #4) Scotts offers a tapered tip damper oil bottle for injecting oil, making this operation easier.
- 6) Reinstall both bleed screws. Manipulate the link arm side to side and feel for any air in the system. Remove one bleed screw and hold upright so air will rise to the open bleed hole. Add oil as necessary.
- 7) Continue to switch bleed holes until the majority of air is gone. Optimum is to have only one small air bubble remaining when finished. **IMPORTANT:** If the unit is totally filled with oil (no expansion area) it will fade when it gets hot! You must allow a small expansion area for the oil as it expands as the operating temperatures rise.

### CHANGING SEALS:

- 8) Changing seals: Perform steps one through three first, then proceed to #8.  
Remove the 15mm nut on bottom. (see diagram #5).
- 9) Remove link arm by using special tool #9007-03 a 3-bolt puller. (see diagram #6 & #12).  
**NOTE:** Do not be tempted to thread bolts through the arm and push against the body, doing so will damage the body and seal housing.
- 10) Drive the "through pin" out from the protruding main shaft with a drift pin punch. (see diagram #7).
- 11) Now by pushing on the main shaft, remove vein from body (dia #8). We recommend that you measure the vein (.709") and the body (.7095") to be sure the tolerances are correct to insure proper valving.
- 12) Grease and install new seals into the machined recess in body and cap. SCOTTS uses a special "bullet tool" to insure easy seal installation and damage free assembly. This tool can be purchased from Scotts. Using the special "bullet tool" (dia #12) on the threaded end of the main vein, install the vein into the body through the seal in one fluid motion, it should snap into position (dia #9). Now insert the bullet tool into the seal in the cap, expanding the seal to the tool's largest diameter (dia #10). Slide the cap over the upper shaft of the vein in one clean motion, hesitation will force you to start over: it must slide together clean with no resistance. Without the bullet tool and grease you risk damage to the seal.
- 13) Proceed from step 5 for refilling and bleeding.
- 14) Installation of the link arm requires 2 sockets (dia #11). One larger than the O.D. of the main shaft threads on the bottom so it will clear the threads as the link arm goes on and one smaller than the O.D. of the main shaft on the top. Be careful not to allow either socket to move off center as you squeeze them in a vise or you could damage the damper (see diagram #11).

