

**BICKNELL RACING PRODUCTS
COIL OVER WEIGHT JACK INSTRUCTIONS**

(635)

- 1 - THERE IS 2 WASHERS SUPPLIED. USE THE ONE THAT SLIDES OVER THE THREADS ON YOUR SHOCK. THREADED BODY SHOCKS NEED THE ONE WITH THE SMALLER HOLE.
- 2 - INSTALL THE RAM WITH THE PISTON FACING THE WASHER. THE 2 PARTS WILL MATE TOGETHER TO KEEP ADJUSTER CENTERED.
- 3 - EACH SYSTEM IS BLED AND PRESSURE TESTED AT THE FACTORY. IF YOU REMOVE ANY LINES PLEASE FOLLOW THE STEPS BELOW.
- 4 - IF YOU MUST REFILL OR BLEED THE SYSTEM, FULLY COMPRESS THE COIL SPRING RAM. SCREW THE ADJUSTER KNOB OUT FAR ENOUGH TO REMOVE ANY PRESSURE ON THE PISTON. REMOVE THE BLEEDER SCREW AND PUSH THE PISTON UP AS FAR AS POSSIBLE WITH THE HELP OF A NARROW SCREWDRIVER OR ROD. FILL FROM EITHER BLEEDER HOLE OR PLUG IN RAM, ALLOWING FLUID TO FLOW THRU, AND FILL ALL PARTS REMOVING ALL THE AIR.
- 5 - IF SYSTEM IS FULL AND PISTON FULLY RELEASED, ADJUSTER WILL HAVE 7/8" OF TRAVEL. THIS WILL BE A TEST TO ASSURE PISTON WAS AT ITS MAXIMUM RELEASE AND THE SYSTEM IS FULL OF FLUID.
- 6 - WHEN THERE IS A LOAD ON THE RAM IT SHOULD BE SOLID, IF YOU CAN BOUNCE ON THE CAR AND THE RAM COMPRESSES THE SYSTEM HAS AIR AND SHOULD BE REFILLED.
- 7 - **** ONLY USE HYDRAULIC FLUID ****
- 8 - YOU WILL FIND THAT WITH THE CAR SITTING STILL IT WILL BE VERY DIFFICULT TO TURN THE KNOB. ADJUSTMENT SHOULD BE DONE ON SLOW LAPS WHEN THE CAR CAN BE TURNED TO UNLOAD THE WEIGHT FROM THE CORNER WISHING TO BE ADJUSTED.
- 9 - THE DRIVER SHOULD ALWAYS BE ALERT AND USE THE ADJUSTER ONLY WHEN IT IS AT A SAFE TIME AND NOT IN HEAVY TRAFFIC.

THANK YOU FOR INVESTING IN THE BEST WEIGHT ADJUSTER ON THE MARKET