

## CURNUTT SHOCK MAINTENANCE

### Steps for removing the swingarm and shock

#### Tools and Materials

Socket Wrench with 19mm socket  
Torque Wrench  
Allen Keys: 5mm, 6mm, 10mm  
Bottom Bracket Tool - Specific brand of bottom bracket  
Flat Blade Screwdriver - small  
Loctite - Blue  
Grease

#### Steps

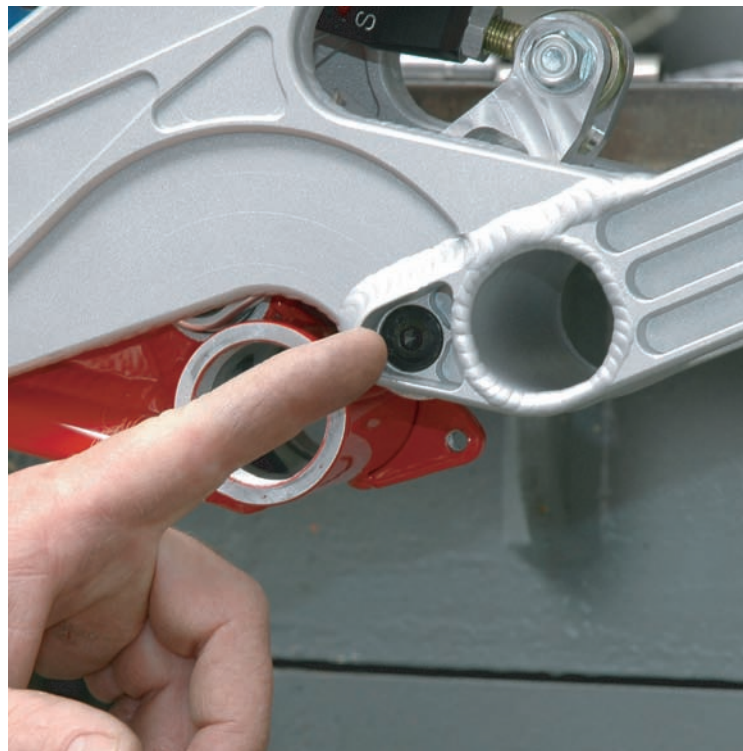
To remove the Curnutt shock from the 2! DHS the rear wheel and swingarm will have to be removed first. Supporting the frame or bike in a sturdy bicycle stand will aid in this process. Start by using a 19mm equipped socket wrench to completely loosen the axle from the derailleur hanger threads (picture 1). Pull the axle out of the swingarm/wheel while supporting the wheel. The Floating brake arm and brake mount bracket can either hang free or be placed out of the way (picture 2). Locate the linkage/ swingarm connector bolt in the left side of the swingarm (picture 3), and using a 5mm Allen key loosen and remove the bolt from the swingarm (picture 4). The swingarm should not fall after removing the bolt, but it is a good idea to support it just in case. The linkage will stay in place with the shock, so there is no need to support this assembly from falling.



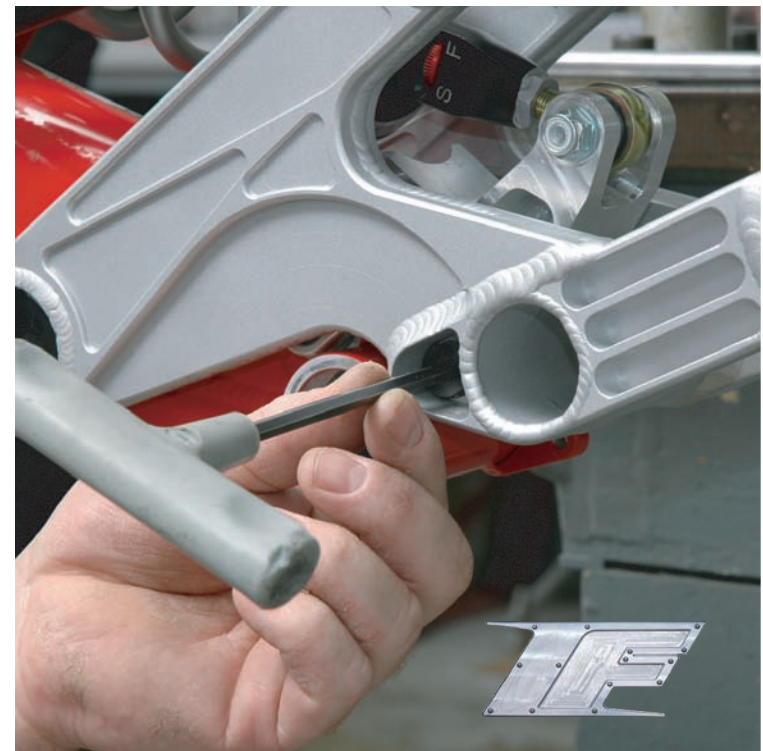
1.



2.



3.



4.

### REMOVING THE ROLLER ARM

Locate the upper chain guide roller arm allen socket head cap screw (bolt) (picture 5). Using a 5mm allen key, loosen and remove the bolt (picture 6).

Using both hands wiggle the roller arm assembly from the pivot channel (picture 7). The whole assembly will come out and look like this (picture 8), exposing the right side swingarm pivot bolt.

Note: do not loosen the pinch bolt on the arm to separate the pieces - it is far easier to remove the assembly than separating the pieces and then removing them individually (picture 8).

When re-assembling, coat the surfaces of your bolts with a little grease - this will keep them from corroding from moisture in between tear-downs. Also, use Blue Locktite on the threads of the arm allen socket head cap screw to prevent unthreading (bolt in picture 5).



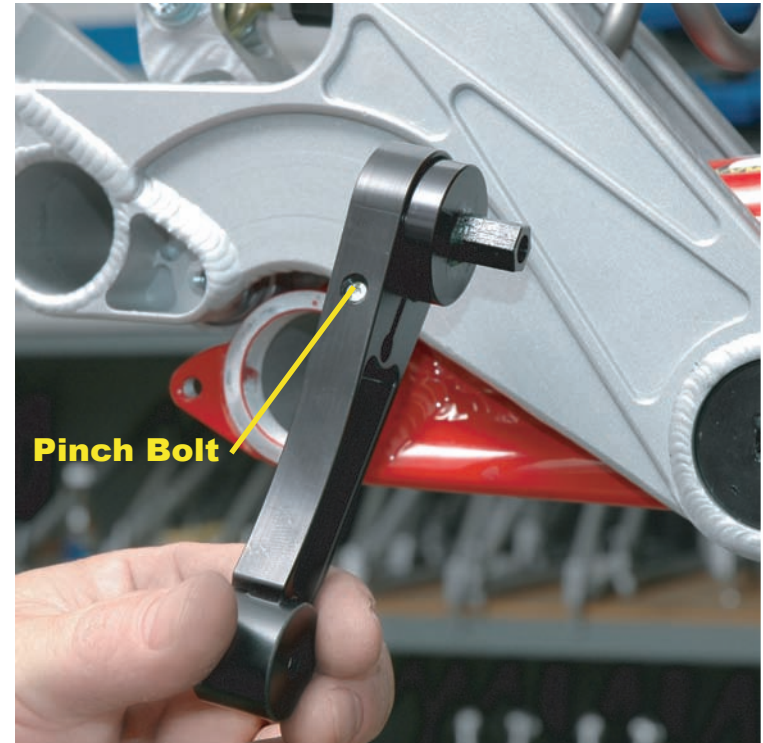
5.



7.



6.



8.

## Page 3

Using a 10mm allen key or socket, remove the right side and left side pivot bolts (picture 9 shows the left side - removal is identical). When re-assembling, be sure to replace the correct pivot bolt in the appropriate side - remember: the right side has countersunk threads for the upper chain guide roller arm bracket bolt - see picture 5.

With both pivot bolts removed ease the swingarm from the frame by wiggling it gently while pulling it back. Take your time so that it doesn't come off in one abrupt jerk. Once loose from the pivot gently pull the swingarm straight back while guiding it through the path of least resistance (over the bottom bracket shell - picture 10).

Using a 6mm allen key, loosen and remove the lower shock mount bolt from the linkage - the nut is a 13mm hex, and will have to be held while unthreading the allen (picture 11). Loosen and remove the top shock mount bolt from the frame - the fasteners are the same as the lower mount (picture 12).

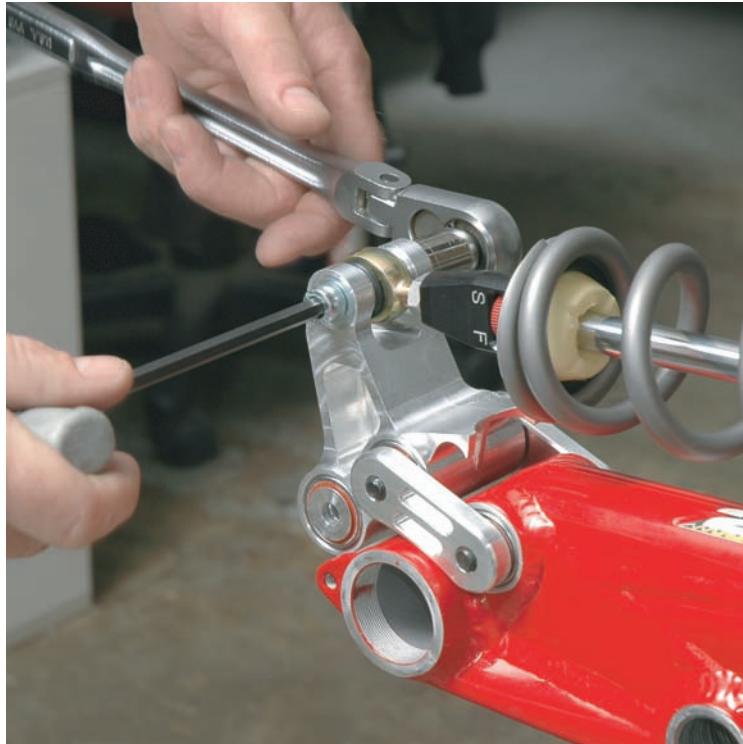
Remove the shock by gently guiding it back through the seat support stanchions. The linkage can now be checked for bearing wear.



9.



10.



11.



12.

Once the shock is removed from the frame and linkage, you can re-spring your shock. Orient the shock as it is in picture 13, with the Ramping Dial on top. Find where the locking screw is countersunk into the adjuster ring, and using a 5mm allen key back the screws out about 2mm (picture 13). The set screw should not drag on the threads at all when the ring is turned (picture 14).

Turn the shock upside down (with the Rebound Dial on top). Turn the preload adjuster ring counter-clockwise until the spring(s) drop about an inch and expose the spring retaining ring (aluminum) and the retaining circlip (set in the groove - picture 14).

Using either your fingernail or a small flat-bladed screwdriver, pry one end of the circlip up and out of its groove. Slide the blade around under the rest of the ring until the whole ring is out of the groove (picture 15) and remove it from the shock. Be careful not to bend or stretch the clip. Remove the retaining ring from the shock.

Slide the spring up and over the Rebound end of the shock (picture 16).



**13.**



**14.**



**15.**



**16.**

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If you have Dual-Rate Ti springs, the first spring will come off. Then, spreading the nylon spacer's gap, push it over the shock shaft and remove it (picture 17). The second Ti spring will come off the shock now. Note: Your nylon spacer has a cuff on either side of the ridge. If one of the cuffs is longer than the other, then that side should be oriented toward the shock body when re-installing (as is picture 17).

### INSTALLING LOWER BRAKE ROLLER ARM BRACKET

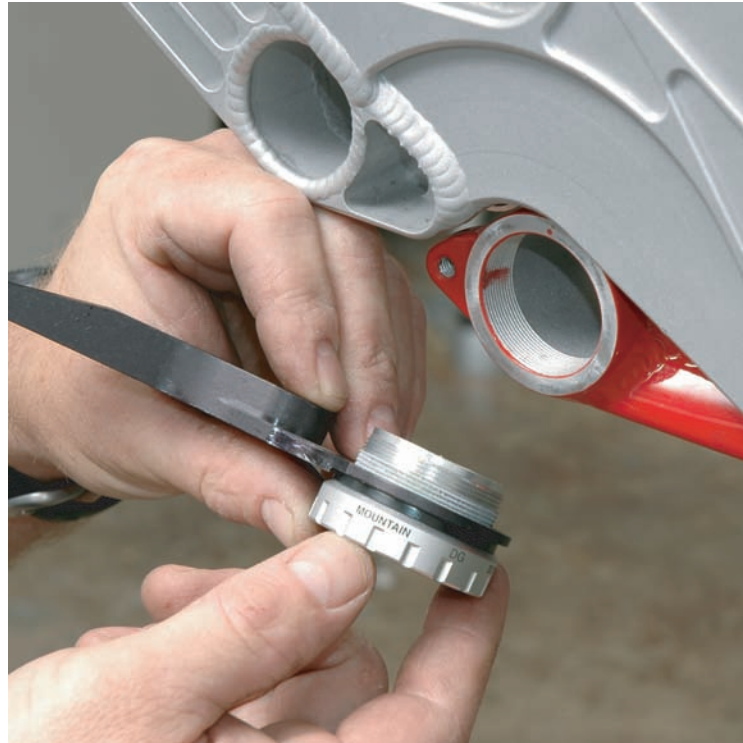
To install the right side bottom bracket/lower roller arm assembly, first place the bottom bracket bearing cup threads through the arm (picture 19). Then, thread the cup into the BB shell threads in the frame - do not tighten yet. Place the countersunk allen fastener through the hole on the arm and thread into the tab on the frame (picture 20). The key, now, is to get the arm, BB shell, and BB cup to seat together for a good fit - do this by alternatively tightening the allen screw and cup (by hand, at first), each a little at a time - wiggling the assembly as you go to make certain all are seating nicely. When everything feels like it is seated properly, then use your bottom bracket tool to tighten the cup, and finish tightening the allen bolt.

### PUTTING IT BACK TOGETHER

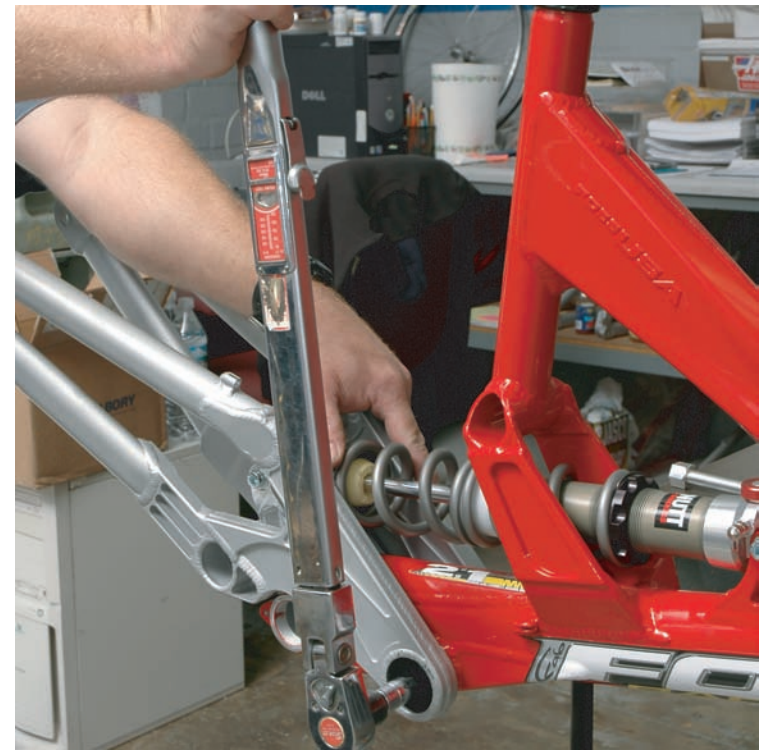
When re-installing the spring(s), shock, and swingarm, follow the pictures and instructions in reverse. Be sure to use Blue Locktite on the threads of the Swingarm/Linkage retaining bolt. Lastly, it is important to use a torque wrench to tighten the pivot bolts - to 60 ft-lbs (picture 18).



17.



19.



18.



20.