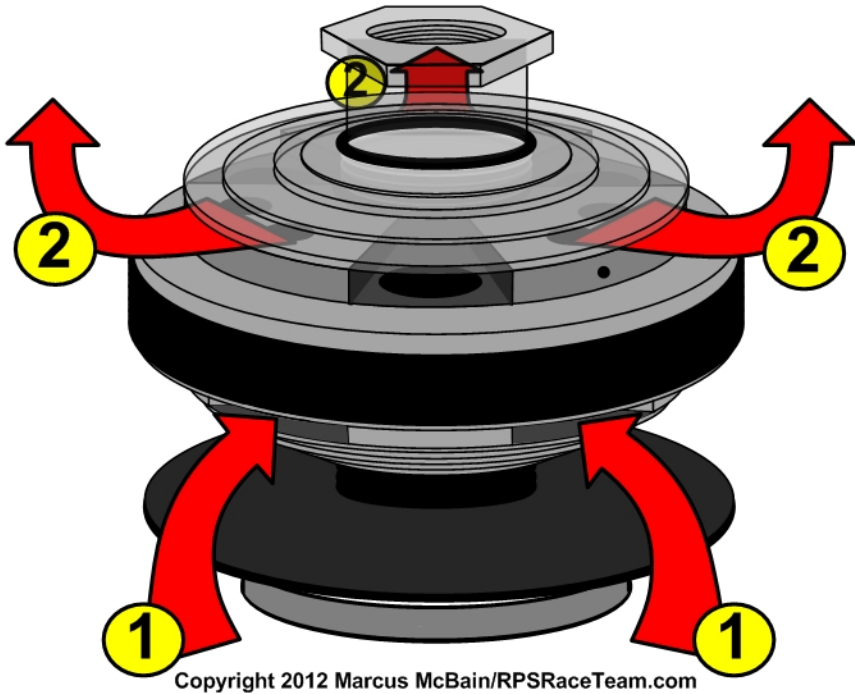


Document 8 - Piston Oil Flow and Shim Operation

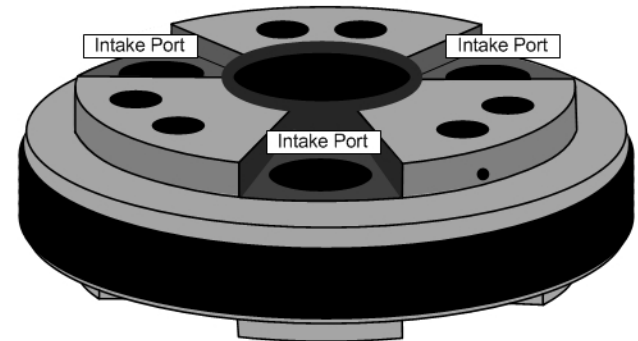
Oil flow and shim operation during "rebound"

NOTE: 3rd Intake port "flow" not pictured due to graphic layout.



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Piston "Intake Ports"



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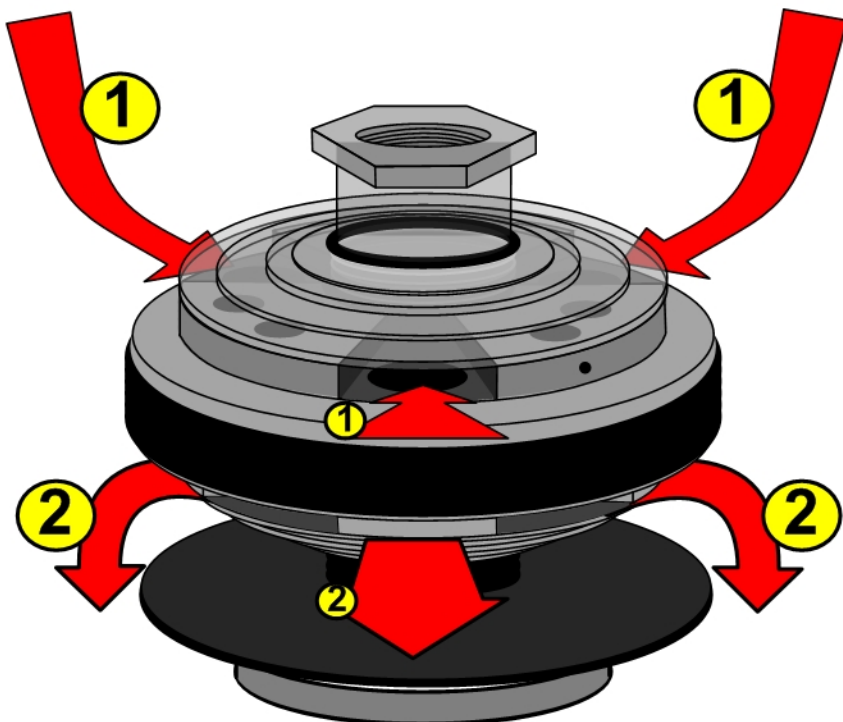
The **Piston Intake Ports** provide an uninhibited flow of oil so that unobstructed damping can occur. The **Piston Intake Ports** are the "backside" of the **Damping Ports**.

The **Piston** is generally machined as a virtual opposite mirror relative to the compression and rebound side of the **Piston**. When viewing an Intake Port, it will have a damping port on the direct opposite side of the **Piston** and vice-versa.

Overview of Oil flow and Shim Operation

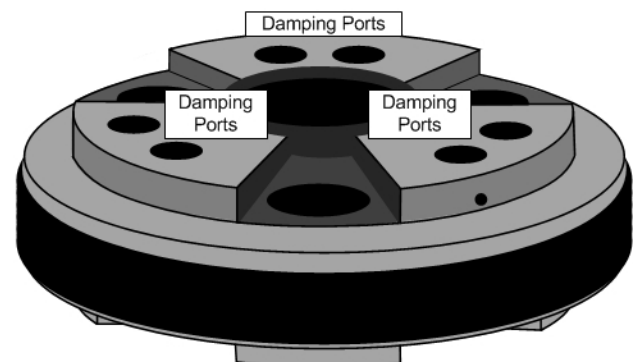
Oil flow for the compression and rebound damping actions occurs through independent sets of ports. The **Piston** will have three to four intake and damping ports on each side of the **Piston**. Oil is introduced into the Damping Port(s) via Intake Ports (See ① on the illustrations). When pressure reaches appropriate levels, oil forces the shims open (see ② on the illustrations) and the design of the shim stack(s) dictates how quickly the stack will open and for what duration.

Oil flow and shim operation during "Compression"



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Piston "Damping Ports"



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The **Piston Damping Ports** sit against the shims and determine characteristics of how quickly and how long the "shim stack" will open based on how much pressure is generated through the port design.

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