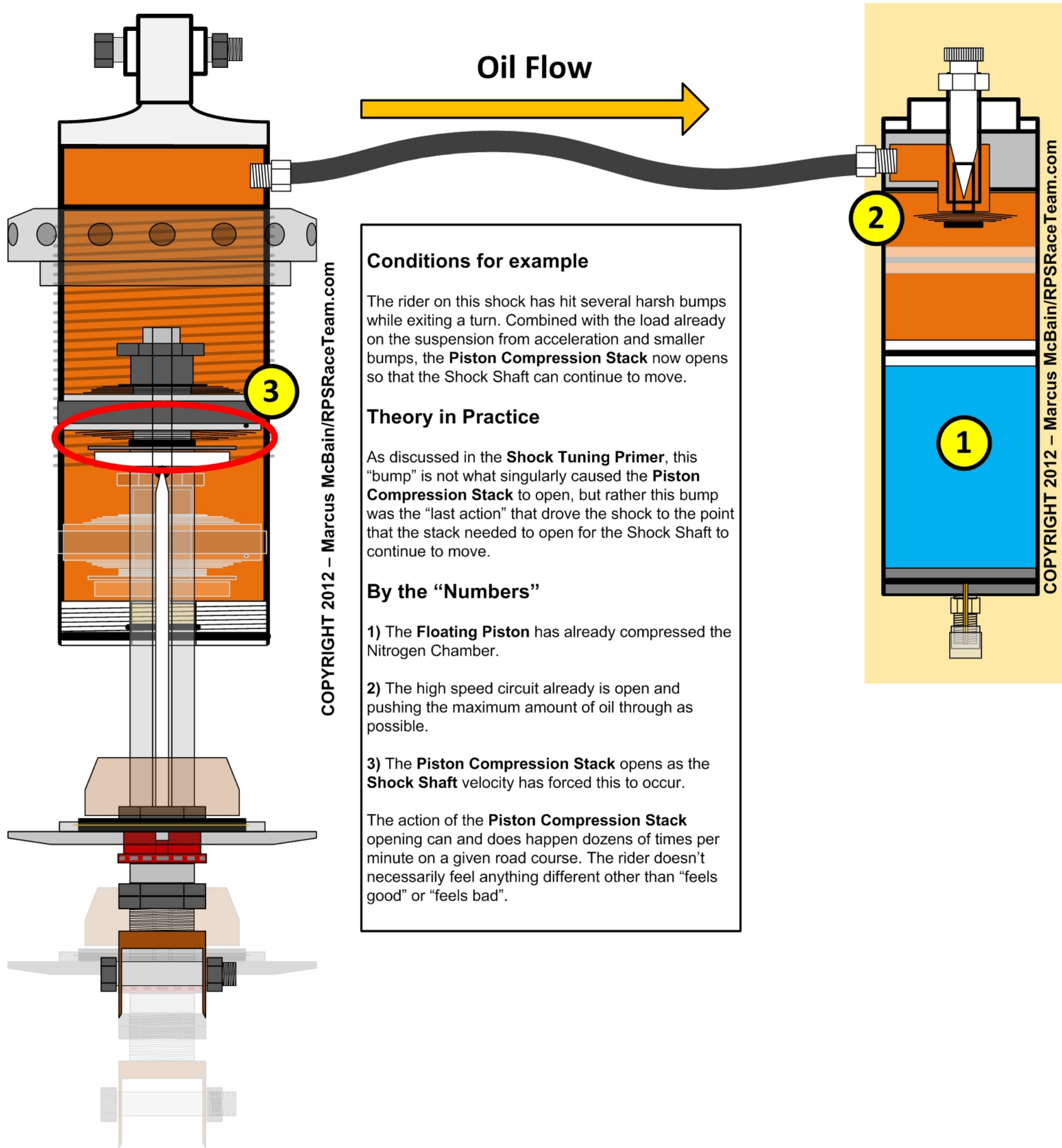


Document 4 – Shock Piston Compression Stack operation



Conditions for example

The rider on this shock has hit several harsh bumps while exiting a turn. Combined with the load already on the suspension from acceleration and smaller bumps, the **Piston Compression Stack** now opens so that the Shock Shaft can continue to move.

Theory in Practice

As discussed in the **Shock Tuning Primer**, this “bump” is not what singularly caused the **Piston Compression Stack** to open, but rather this bump was the “last action” that drove the shock to the point that the stack needed to open for the Shock Shaft to continue to move.

By the “Numbers”

- 1) The **Floating Piston** has already compressed the Nitrogen Chamber.
- 2) The high speed circuit already is open and pushing the maximum amount of oil through as possible.
- 3) The **Piston Compression Stack** opens as the **Shock Shaft** velocity has forced this to occur.

The action of the **Piston Compression Stack** opening can and does happen dozens of times per minute on a given road course. The rider doesn't necessarily feel anything different other than “feels good” or “feels bad”.

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