



## Accu-Fill No Leak Schrader Adapter



Male Adapter  
(thread onto shock pump)

Female Adapter  
(thread onto Schrader valve)

The Accu-fill adapter is designed to allow accurate pressurization of the Shock Tower shock. The adapter makes it possible to set the air pressure in the shock and then remove the pump without any air escaping from the shock.

### Step #1

Remove valve cap from the Schrader valve, then thread the female adapter onto the Schrader valve. You will feel the O-ring seal against the top of the Schrader valve. **CAUTION: Do Not Over tighten.** Hand tighten only. Turn  $\frac{1}{2}$  to 1 revolution after you feel the O-ring contact the Schrader valve.

### Step #2

Install the male adapter onto the end of your air pump.

### Step#3

Insert the male adapter into the female adapter and then rotate clockwise to engage the thread. As you thread the male adapter into the female adapter you will feel the O-ring seal on the surface of the male adapter. A drop of oil will make the two parts slide together easier.

### Step #4

Once the thread has engaged the valve core will be automatically depressed. You can now read the pressure in the shock on the gauge of the pump. Please note: The pressure will read slightly lower what was originally in the shock. This is due to the fact that some air transferred into the pump and gauge when it was attached to the shock.

### Step #5

Set the pressure by adding air into, or releasing air from the shock.

**Caution: Do not compress the shock while a pump is attached to it.**

### Step #6

Remove the air pump by turning the pump counterclockwise. This will release the valve core, sealing the shock to the pressure you set. Note: The valve core completely closes before the male adapter has moved past the O-ring. This is how the accu-fill adapter allows you to accurately set the pressure without any air loss. After the valve core seals and the male adapter is unthreaded, the residual pressure in the O-ring cavity, and the pump hose & gauge will push the adapter out. This is normal and does not affect the air pressure in your shock.