

Shock Services & Pricing

At TK's I service all brands of shocks from winter to summer power sports including Fox, Act, Ryde FX, HPG, KYB, Walker Evans, Showa, Suspension dynamics , Elka, Custom axis, Works, PEP, Ohilins , zBroz Exit , Motowoz, Raptor, ishock, and many more.

Standard shock service \$35.00

- All shocks (including air shocks and floats) this service provides: tear down, cleaning, inspection, new oil (AMSOIL 5w or 10w depending on manufacture) and nitrogen fill to correct pressure

Shock valving according to request \$30.00

- Adjusting shim stack according to the customer's request

Shock valving package (pair)Varies by shock*

- These Package's have been tested by myself or sponsored rider and tuned for best chosen riding performance. Pairs only but I usually recommend a complete set for best result

CRF 230F & 150F rebuild \$85.00

- These shocks are classified as non rebuildable by Honda and many builders, but with some modification I can make these better than new , Includes new seals, oil , tear down , inspection and new Schrader nitrogen fill valve installation. **(Spring and retaining collars must be sent with this shock since the Schrader will need installed after the spring)**

Walker Evans clip update \$10.00

- Updates the faulty clip design in 2010-2012 Polaris rush pro r and switchback models. If this clip fails it can destroy all the internal components of the shock .Standard service required for clip update

ACT dial adjust delete \$10.00

- Eliminates the handle bar remote height adjuster on xc model zr's. Standard service required for delete

12mm ID valving shim conversion\$75.00

- Converts 8mm or 9mm ID valving shim to a more standard and accessible 12mm ID shim stack

Fork service \$65.00/each

- Includes complete tear down, new oil, inspection and reassembly

Shock Packages and Information

Tested, Tuned and Tried for best performance

There are a lot of options to consider for a custom shock package and they can become very overwhelming when trying to achieve one simple goal "A better ride and handling machine"

What I feel is the best way to go about this process comes in different stages for atvs and snowmobiles

ATV Shock Packages

Sport quad shocks suffer from straight rate valving and usually being over sprung and under valved .The biggest improvement on quads comes in the valving department , some are so far off (KFX , TRX rear) you wonder how the manufacture came up with the particular stack they used because they ride so bad you'd swear something was wrong. All of these quad packages have come from our sponsored riders/racers or personal test machines.

Stage 1

- Includes: progressively tuned rebound shim stack, progressively tuned dual or triple stage compression shim stack.
- Tuned for all different applications (trail , dune, motocross , different xc class levels, and tt racing

Stage 2

- Includes: triple rate front and dual rate rear spring package along with stage 1 improves with progressive vavling that will match the triple rate spring package.

Stage 3

- Includes hard anodizing of the shock body's to help extend oil life and internal shock wear and distortion. You do not need stage 1 or 2 to have stage 3 performed but the three together make a very nice performing and economical shock package.

Snowmobile Shock Packages

Ski doo

The biggest gains can be made for ski doo owners in the valving department, ski doo has stuck with straight rate valving which has no progression and when a large bump or unexpected obstacle is hit the shock will blow right through its stroke instead of becoming firmer as shaft speed increases to resist bottoming. The simplest and most economical solution to this problem is progressive dual or triple stage valving for the compression and rebound shim stack.

Stage 1

- Progressively valved dual stage compression shim stack
- The packages are setup depending on what the customers intended use for the sled will be. (trails , aggressive trail , sno x , touring and rider weight)

Stage 2

- Progressively tuned rebound shim stack

Polaris

Since Polaris uses different brand shocks on different models through the years changes on their shocks varies by the particular shock, year and model of machine. Since there was 3 different version of the pro ride rear skid in 3 years the vavling adjustment is different for each year , But the most common issue the front track shock either bottoming out or being too stiff in the small stuff once turned up to high.

Stage 1

- Positive improvements can be made on all three of Polaris's major shock brands (Walker Evans , Fox and Ryde FX) call for details

Arctic Cat

Arctic cat has been really trying to stick with fox air technology which defiantly has its benefits but for the extremely aggressive riders these shocks will be at their limits extremely fast and are fairly undervalved for aggressive riders. The ACT line of shocks can be turned into a fairly impressive riding unit with a few vavling changes and a little bit of tweaking. On some models (800rr and tucker) the rear of the sled is so over vavled and stiff it almost makes riding the machine feel like the rear shock was replaced by a piece of riebar but I assure you that you can have a good ride a slow speeds and still keep that bottom out resistance you've come to love from the Arctic cat ultra-mogul mashing sleds.

Stage 1

- Vast improvements can be made on the float units or the coil over ACT units. Changes vary by model, year and chassis please call and I can discuss details with you.

Yamaha

Yamaha riders suffer the same issue as ski doo owners with straight rate shock vavling for both the compression and rebound circuit of the shock, combine this with a heavier chassis and subpar rear suspension and you are now asking yourself if it's worth it. Something as simple as vavling changes can make all the difference in the world for the ride characteristic of these sleds.

Stage 1

- Progressively tuned dual speed compression shim stack
- Tuned for riding terrain and rider weight

Stage 2

- Progressively tuned rebound shim stack

