

Maintenance procedure for a shark ULTRA seat & FLEX suspension

This document outlines the self-servicing process for a Shark *FLEX* suspension and an *ULTRA* jockey seat. These checks are recommended before your warranty expires to maximize the life of your suspension without cost. This checklist helps ensure the safety of you and your passengers by setting limits and identifying corrective actions necessary for safe operation. You can scan the QR code to the right to follow along with this process using a video guide.



Initial Suspension Movement Check (Worn Bushings)

1. Preparation: While the suspension seat is still mounted to the boat, grab the top of the seat or the side handles.
2. Wiggling Test: Wiggle the seat from side to side.
3. Focus Area: Focus specifically on the area by the round pivot points of the suspension.
4. Observation: Look for the distance the circular pivot point moves from side to side in relation to the clamp that it is sitting in.
5. Assessment: If the circular pivot point moves more than 3 mm within the clamp, this is a sign of worn bushings that need to be replaced.

Pivot area to inspect



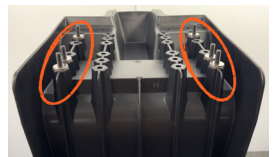
Seat Detachment and Inspection

1. Detachment: Remove the four to six nuts and washers that secure the seat to the suspension. Loosen these nuts slowly to prevent seizing. Once the nuts and washers are removed, the seat can be lifted off.
2. Washer Inspection (If Applicable): Note that there are two versions of the jockey seat: one with glued washers and one with screwed-on washers.
 - If your seat has glued washers underneath, look out for a concave appearance on the washers that surround the bolts. A concave appearance signifies that the tightening torque was too high (the specified torque is 5 Newton meters).
3. Bolt and Plastic Inspection: On either version of the seat, inspect the plastic around the seat bolts for any cracks. Wiggle the bolts to confirm they are still firm.
4. Action: If your seat washers show a concave appearance, if there is cracking around the bolts, or if the bolts are loose, reach out to Shark directly. Keep the seat detached for the remaining steps.

Glued washers



Screwed on washers

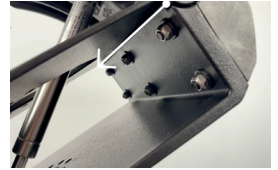


Maintenance procedure for a shark ULTRA seat & FLEX suspension

Pivot and Bushing Area Inspection

1. Pivot Area Check: Inspect the entire width of the pivot area.
2. Bushing Tab Check: Look for any signs of gray or white bushing tabs poking out more than 1 mm.
3. Contaminant Check: Inspect for a buildup of dust and salt. Excess salt and dust can be easily wiped using a damp cloth with fresh water.
4. Aerosol Residue Check: Look out for signs of any aerosol residue. **Aerosol sprays cause noisy bushings and introduce early wear.**
5. Action: If you see gray or white bushing tabs poking out over 1 mm, you may need to replace the bushings. If the suspension is worn or noisy due to aerosol spray damage, you can attempt to grease the suspension. If greasing fails to resolve the issue, you will need to replace the bushings.

Pivot area



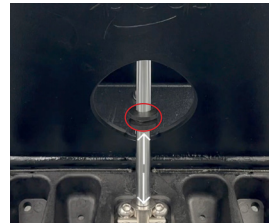
Grease application video



Shock and Rubber Ring Inspection

1. Baseline Check: Note the height of the black rubber rings on the shock before you slide them up as far as they go.
2. Bottoming Out Check: There should be a gap between the washer located at the bottom of the shock and the black rubber rings. If the black rings are found sitting at the very bottom, it indicates that the suspension has bottomed out. This indicates a failure.
3. Preparation for Jump Test: After checking this, slide the black rubber rings around the thin part of the shock to the very top.

Rubber ring gap



Jump Test Procedure

1. Orientation: The jump test can be performed facing either direction (with the logo face plate in front or behind), depending on what is more comfortable for you.
2. Stance (Logo in front): Place both heels so they hang off the edge of the clamp. Keep your weight as central as possible with your knees bent. If possible, hold onto something solid, like the boat roof, to make the process easier.
3. Stance (Logo behind): Hang your heels above the logo and have your toes match the edge of the front of the suspension. Alternatively, shuffle forwards until your weight is spread equally on top of the suspension.
4. Jumping: Once stable, carefully jump up and down, starting slowly. As you jump, the oil in the shock will warm up, making the suspension easier to compress. Increase the force of your jumps while maintaining balance to push the black rubber rings as far down as possible.
5. Noise Check: While jumping, listen for any loud noises. An initial creek after the first jump is considered normal. Try to jump 15 to 20 times.

Logo faceplate in front



Logo faceplate behind



Maintenance procedure for a shark ULTRA seat & FLEX suspension

Jump Test Results and Shock Assessment

1. Ring Travel Check: After jumping, check the final location of the black rubber rings on the shock to determine how far they traveled.
2. Passing Criteria: The suspension passes the test if:
 - The rings have not reached the bottom.
 - No oil has leaked on the thin lower shaft.
 - The whole suspension returns to a height over 420 mm.
3. Action for Failure: If any of these tests fail, you may be due for a new shock. Reach out to Shark directly.
4. Noise Action: If you heard noises while jumping, begin by greasing your suspension. If the noise persists after greasing, reach out to Shark directly for assistance.

420mm height measurement



Grease application video



Oil on shock area to check



Oil Leak Check

1. Check Area: Check for running oil on the thin shock shaft.
2. Observation: A light film of oil on the black rubber rings is normal. If the oil makes your finger wet when you touch it, the shock is due for a replacement. If replacement is needed, reach out to Shark directly.

Plinth and Mounting Bolt Check

1. Location: If your suspension is attached to a plinth, check the bolts at the top and the nuts underneath.
2. Bolt Arrangement:
 - On alloy and plastic fix plinths, there should be 10 bolts, including two that are fitted diagonally.
 - On height adjustable A-series plinths, all bolts are vertically placed.
3. Washer Confirmation: Ensure that all bolts are solid and have washers both below the bolt head and before the nuts inside the plinth.
4. Access (Plastic Plinth): If you have a plastic fix plinth, open the port hole to access the nuts.



Port hole

Reassembly and Completion

1. Reattach Seat: Once all checks are passed, reattach the seat. Place the seat directly over the suspension so that the rear two seat bolts go through the last two holes in the suspension.
2. Fastening: Use grease when fastening the seat bolts to avoid seizing. Do not over tighten to avoid damaging the seats. The recommended tightening torque is 5 Newton meters.
3. Documentation: The service is complete. If you wish, you can fill out and date the label on the checklist (provided below) to help you keep track of when you last serviced your suspensions. This label can be filed or cut out and attached to the seat with clear waterproof tape.

Shark ULTRA seat & FLEX suspension

Maintenance check list

SEAT: sideways flex ok ☐

- While still mounted to the boat, grab the top of the seat with both hands and wiggle from side to side. Watch the round pivot points of the suspension – more than 3mm movement side to side there is a sign of worn bushings

SEAT: no mount cracks ☐

- Remove the 4 nuts and washers that secure the seat to the suspension
- Note any cracks or distortion at the mounting points
- If there are any signs of wear and tear please send photos to shark as this is unusual

Bushings ok ☐

- Inspect the entire width of the pivot area for any sign of the white (or grey) bushings poking out or white powder being emitted. This is also a sign of worn bushings

Noise free ☐

- Note the height of the rubber ring (if any) on the shock before sliding it to the top. It should have had some gap underneath it, otherwise the suspension has bottomed at some point
- If there is no ring, tie a rubber band or clip on a clothes peg before doing the test below
- Stand on the suspension and carefully jump up and down on it – check for any loud noises. A brief creak the first time only is ok
- Check the ring again to make sure it is about half way down the shock shaft. If it is near the bottom the shock may be due for replacement

Oil seal ok ☐

- Check for running oil on the shock shaft (or rubber rings wet with oil). A light film of oil is normal but it should not make your finger wet when you touch it. If wet with oil the shock is due for replacement

PLINTH: Fixings ok ☐


- Check the bolts on the top and bottom of the plinth... there should be 10 top ones with tight washers (8Nm)
- There should be 8 bottom ones with 25mm x 3mm thick washers and these should be tight (8Nm)

If everything checks out ok:

- date the form below with today's date in the start box and a year later in the finish box

Shark ULTRA seat & FLEX suspension Maintenance sticker

- Place a tick in each box and sign at the bottom
- Stick the label to the back of the seat (left hand side near bottom)
- Cover with waterproof protective tape

WARRANT OF FITNESS	
START/...../.....
FINISH/...../.....
	
SEAT: sideways flex ok	<input type="checkbox"/>
SEAT: no mount cracks	<input type="checkbox"/>
SUSP: serial#	
Bushings ok	<input type="checkbox"/>
Noise free	<input type="checkbox"/>
Jump test ok	<input type="checkbox"/>
Oil seal ok	<input type="checkbox"/>
PLINTH: Fixings ok	<input type="checkbox"/>
Checked by:	