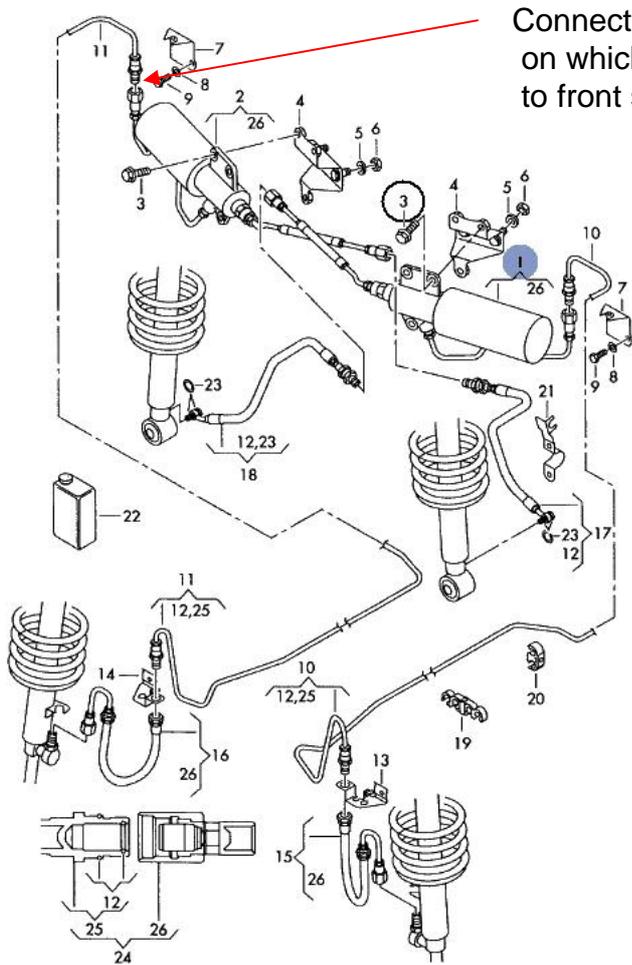


You will need a pump and hose with 2 litres of Audi Central Hydraulic Fluid



Gauge, tee piece and Audi Quick Coupling





Connect male or female coupling here depending on which direction you want to charge first (accum pipe to front shock or through accum to rear shock)



I connected to this coupling for both charges I made. Unscrew the outer nut and pull couplings apart to allow connection 21mm spanner for the coupling nut.

View of accumulator from underside of car

Gauge/tee in position. NOTE: Pipe needs to be carefully bent downwards to allow access to connect test fittings when charging Accumulator (central valve)



Before charging the lines make sure that the new fluid is purged through the pump hose and Audi coupling to ensure no air is present prior to connecting to the pipe work.

**Pressures :**

Charge the front shocker to 5 bar, check for leaks on connections and Shock. Disconnect test pump at the quick coupling. (check coupling for leakage it shouldn't leak)

Switch over Audi coupling to opposite end (male) and connect pump to accumulator pipe, this will allow you to charge through the accumulator and into the rear shock. Slowly charge the accum and you should see the pressure quickly reach 11 bar (this is the pressure building against the gas charge) once the gas starts to compress you will see that a large volume of fluid now goes into the accum which is approx 1 litre.

I pressurised accum to 20 bar and you will see the pressure rise quickly as the accum piston has bottomed out. I held the pressure at 20 bar to check for leaks. Then using the valve on the pump reduce the pressure to 16 bar. This is approximately 50% of the gas accum volume which I think allows for the suspension to have the correct travel

