Bilstein RUSH Sealed Shock Explanation

The term “rod guide” means the part of the shock that closes the end of the shock tube and through which the shock’s rod extends. In a regular, all steel, sealed, “off of the shelf” Bilstein shock, the rod guide is secured inside the shock tube with a snap ring. The snap ring is accessible from the outside of the shock and through the use of a special machine that compresses the rod guide just enough to access the snap ring with a pick, the snap ring and the rod guide can be removed. Once removed, the shock can be revalved and gas pressure altered.

However, on the other hand, Bilstein has developed a "new" rod guide for the integrity and security of the RUSH SERIES "Sealed" Shock Program

The rod guide for our RUSH Series spec shock however will have the snap ring that holds the rod guide in place positioned so that once the rod guide is pushed inside the tube; the snap ring is not in any way accessible and therefore cannot be removed without destroying the shock. To clarify how it works, it is helpful to compare the way Bilstein “off of the shelf” shocks are assembled to the way our RUSH Series Shock will be assembled. Normally the rod guide is pushed down into the mouth of the tube, then a snap ring installed to secure it in the tube. Our RUSH Series spec shock will have the snap ring wrapped around the o.d. of the rod guide and then the rod guide will be pushed into the tube, and when the snap ring finds its groove, it will then deploy into its seat. Therefore the snap ring that secures the rod guide in the end of the tube cannot be accessed for removal and the shock cannot be disassembled without cutting the tube apart.

Obviously, some of our competitors, and also some custom shock builders are threatened by this product because it has been proven to work both on the track, with many race wins, and in tech, where cheating can be easily detected. So, in an effort to detract from the program, some have said that the shock can be cut apart, and welded back together. Anyone who really knows about shock absorbers will know that this assertion is absurd. It is highly unlikely that anyone would or could weld a Bilstein shock tube back together making it strong, straight, perfectly round with the necessary high tolerances and slick internal Bilstein finish. It would also be unlikely they would successfully duplicate the Bilstein factory finish on the outside. But, let’s say that an unscrupulous shock builder and a racer would do such a thing. With an active shock swap program they are easily caught. The racer will have spent a lot of money for nothing and the shock builder will have lost a customer and will have earned a bad reputation in a market where integrity is everything.

We cannot tolerate the “cheatin’ is racing” mentality in our sport if we are to see it grow or even maintain. Cheating costs everyone more money; the fact is - “cheating is stealing.”