In accordance with a first aspect of the subject matter of the present application, there is provided a vehicle shock absorber system mounted between a wheel axle support of the vehicle and a different portion of the vehicle, including:

a primary pressure cylinder comprising upper and lower primary chambers separated by a primary piston head, wherein said primary piston head is connected to said wheel axle support of the vehicle, and said primary pressure cylinder is connected to said different portion of the vehicle;

an auxiliary pressure cylinder comprising upper and lower auxiliary chambers separated by an auxiliary piston head;

a first connection conduit connecting said upper primary chamber and said upper auxiliary chamber;

a second connection conduit connecting said lower primary chamber and said lower auxiliary chamber; and

a cylinder valve arrangement configured to regulate fluid flow to said auxiliary pressure cylinder.

In accordance with a further aspect of the subject matter of the present application, there is provided a vehicle shock absorber system accessory, for coupling with a primary shock absorber having upper and lower primary chambers and mounted between a wheel axle support of the vehicle and a different portion of the vehicle, comprising an auxiliary pressure cylinder;

the auxiliary pressure cylinder including:

an auxiliary piston head configured to remain in a single position within the auxiliary pressure cylinder when not operative and to separate said auxiliary pressure cylinder into upper and lower auxiliary chambers;

an upper auxiliary chamber inlet in fluid communication with said upper auxiliary chamber and said upper primary chamber by a first connection conduit; and

a lower auxiliary chamber inlet in fluid communication with said lower auxiliary chamber and said lower auxiliary chamber inlet by a second connection conduit.

It will be understood that the upper and lower auxiliary chamber inlets are configured for connection to, i.e., for use with, a primary pressure cylinder of a vehicle shock absorber system.

It will also be understood that the above-said is a summary, and that any of the aspects or embodiments mentioned above may further include any of the features described in connection with any of the other aspects or embodiments described herein below. Specifically, the following features, either alone or in combination, may be applicable to any of the above aspects or embodiments:

A. A vehicle shock absorber system or accessory that includes a first connection conduit connected to an upper auxiliary chamber and a second connection conduit connected to a lower auxiliary chamber. More precisely, the first connection conduit can be connected to an upper auxiliary chamber inlet and the second connection conduit can be connected to a lower auxiliary chamber inlet.

B. An auxiliary piston head that is configured to remain in a single position within an auxiliary pressure cylinder, and to separate the auxiliary pressure cylinder into upper and