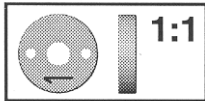


SHOCK ASSEMBLY INSTRUCTIONS

step 1

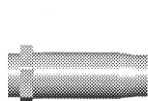
REMOVE THESE PARTS

Step 1



6465 shock piston #1

Step 2



shock bodies



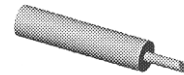
6440 split locking washer



6440 small spacer



6440 large spacer



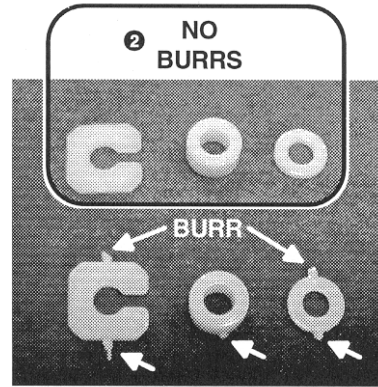
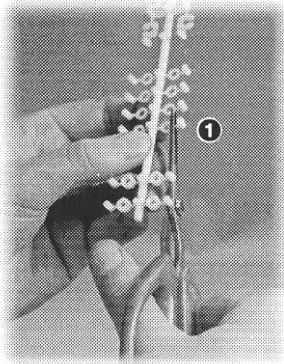
6429 shock assembly tool



5407 red O-ring

REMOVE SHOCK PARTS

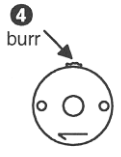
- 1 Remove the #6440 shock parts from the molding tree carefully so no part of the molding runner remains.
- 2 It is safer to remove a tiny amount of the shock part than to risk the chance of a burr remaining on the part. Short blade scissors or a hobby knife will work. See pictures at right.



REMOVE BURRS WITH HOBBY KNIFE

REMOVE & TRIM SHOCK PISTONS

- 3 Burrs interfere with smooth shock action within the shock body. To remove from tree without creating burrs, twist up, not down.
- 4 Remove remaining burrs carefully with hobby knife.



6465

step 2

- 1 Install the shock parts onto the #6429 shock tool as shown. One shock clip (split locking washer), one thin spacer, one red O-ring, one thick spacer, one red O-ring, and one thin spacer.
- 2 Remove the oil bottle and add 3-4 drops to the inside of the shock body and to the seal parts.
- 3 Insert the tool and the seal parts into the shock body all the way. Push easily, as shown in fig. 2-3, until the parts snap into place.
- 4 Check the tool height in fig. 2-4. The left shock shows just before snapping into place, the right shows after.
- 5 Assemble the remaining shocks the same way. *If your shocks do not snap together easily, check the internal parts for burrs again.*



fig. 2-3

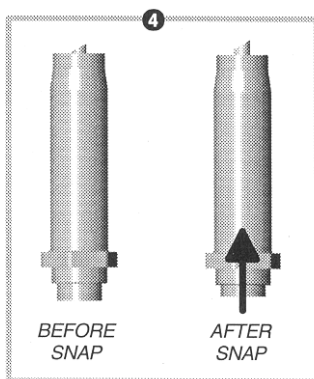
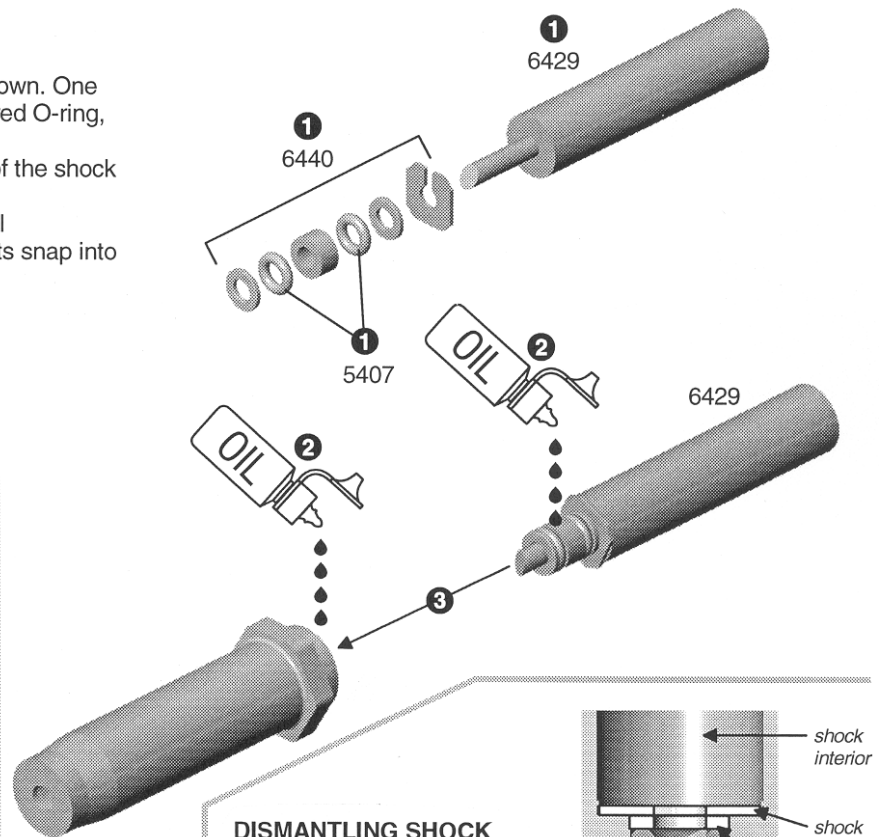
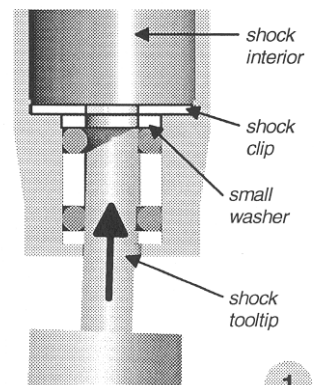


fig. 2-4



DISMANTLING SHOCK PARTS

Here is how to dismantle the shocks when it's rebuild time. Put the shock assembly tooltip into the bottom of the shock until it rests against the small washer as shown, then push until you unclip the shock clip (split locking washer).



step 3

REMOVE THESE PARTS

Step 3



6469 large O-ring



6299 E-clip



shock shaft



7217 pivot ball



7217 eyelet

Step 4

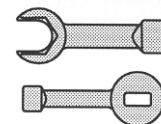


6428 shock cap



shock oil

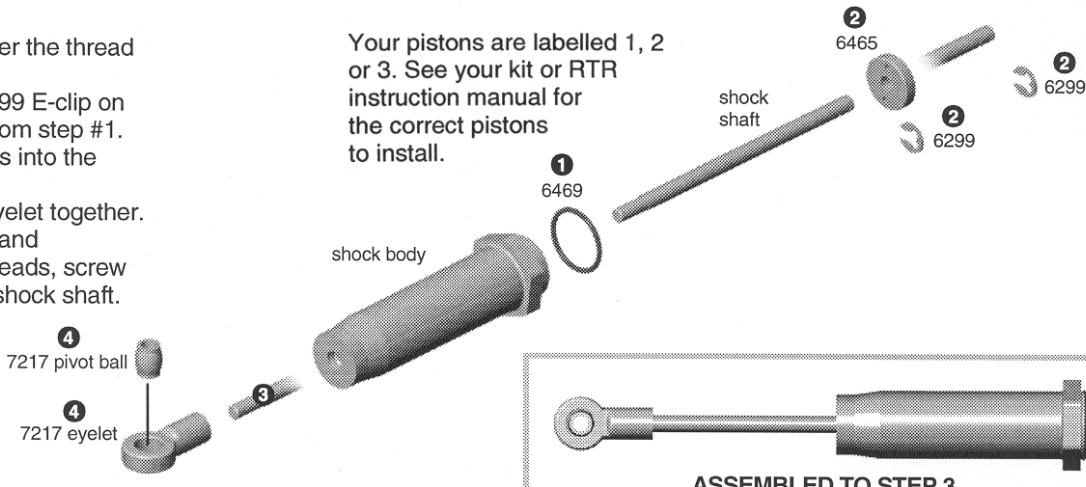
TOOLS USED



ASSEMBLE SHOCKS

- 1 Install the #6469 large O-ring over the thread of each shock body.
- 2 On the shock shaft, install a #6299 E-clip on both sides of the #6465 piston from step #1.
- 3 Insert the shock shaft assemblies into the shock bodies.
- 4 Push the #7217 pivot ball and eyelet together. As you hold the shaft with a rag and needlenose pliers next to the threads, screw the eyelet onto the end of each shock shaft.

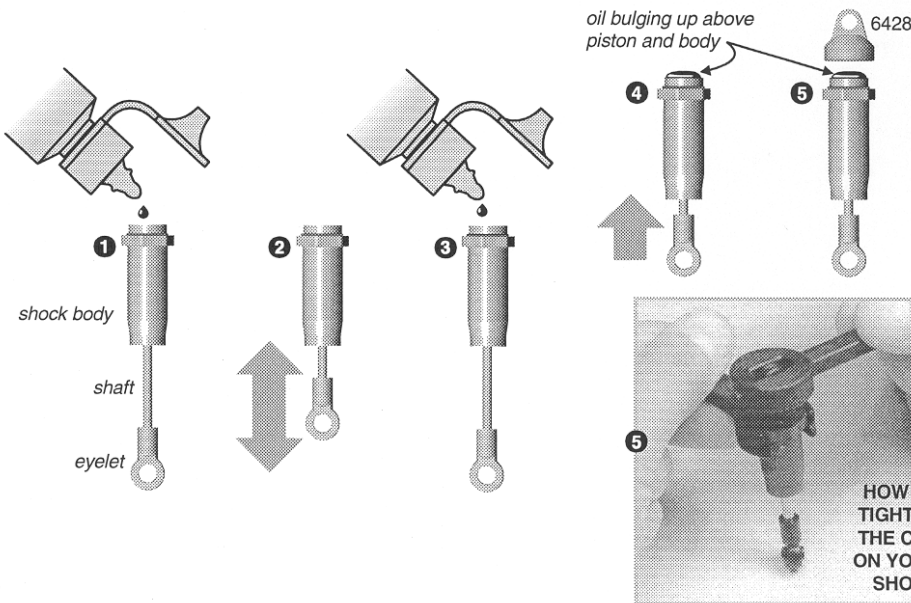
Your pistons are labelled 1, 2 or 3. See your kit or RTR instruction manual for the correct pistons to install.



step 4

FILLING THE SHOCKS

- 1 Holding the shocks upright, fill with oil to the top of the shock body.
- 2 Slowly move the shaft up and down several times to allow air bubbles to escape to the top.
- 3 Refill with oil to the top of the shock body.
- 4 Push the shaft in until the piston is level with top of shock body. The oil will slightly bulge up above the shock body. **NOTE:** With some shock lengths, the piston will not move to the top of the body.
- 5 Screw the #6428 shock cap onto the shock body. Try to retain as much oil as possible during assembly. The shaft will extend out as you tighten the cap down.



step 5

CHECKING THE REBOUND

- 6 Move the shock shaft in and out a few times and then push it all the way in. It should be easy to push the shaft in until the eyelet hits the body. **NOTE:** With some shock lengths, there may be a gap between the eyelet and body when the shaft is pushed in all the way.
- 7 Then the shaft should push itself out approximately 1/4" to 1/2" (6.5mm - 13mm).
- 8 If the shock does not push out this far, there is not enough oil in them. Add just a little oil and try steps 6-7 again.
- 9 If the shocks push out farther than the distance in step seven, or you cannot push the shaft in until the eyelet hits the body, there is too much oil. Loosen the cap 1 1/4 turns (with the shaft extended) and pump out a small amount of oil by pushing the shaft in. Retighten the cap and try steps 6-7 again.

