MSR5 SHOCK SET W/ PIGGYBACK FOR MGT

TEAM INTEGY TECHNOLOGIES, INC.

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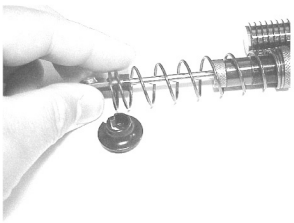
#T7100

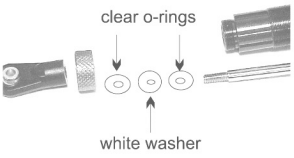
STEP1, These are all the parts for one shock, pistons are extra.



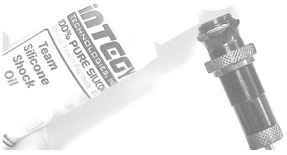
STEP2, Remove the plastic spring retainer and remove the spring.

STEP3, Turn the piggyback counter-clockwise and remove the piggyback oil reservoir as shown.

STEP4, Remove the heavy-duty plastic rod end, make sure that you don't scratch the shock shaft.



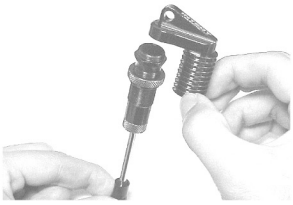
STEP5, You can make the shock action smoother by using #200 sand paper to fine tune the white washer thickness. Thinner washer = less drag



STEP6, Reassemble the parts from step 4 & 5, fill the shock with 90 to 110 weight oil. Use only silicone shock oil.

STEP7, Use the supplied hex wrench to unscrew the piggyback hex cap.

STEP8, Remove the hex bottom cap from the piggyback



STEP9, Fill the shock all the way to the top and make sure there is no air bubble. Then, install the piggyback.

STEP10, Do not over-tighten the piggyback. Fully compress the shock shaft and flip the shock upside down immediately.

STEP11, Fill the piggyback half way. Move the shock shaft slowly to remove any air bubble trap inside the main shock body.

STEP12, Install the hollow foam insert inside the piggyback. This insert will provide the necessary volume compensation.

STEP13, Fill the piggyback up to the top completely. Also, fill the hex bottom cap with several drops of shock oil.

STEP14, With shock oil inside the hex cap, flip it over and install it with the piggyback quickly. Check for no air bubble and tighten the hex cap.

We offer replacement parts for the MSR5
You can order parts from your local hobby shop
or from us at www.integy.com

Rebuilt Kit: #T3845R35
Replacement Shaft: #T3845SHAFT35

Additional Building Tips:

Use 110 weight or lighter shock oil. Check to see if the shock has too much oil. If shock shaft cannot go all the way into the shock body or if the shock shaft rebound, the shock has too much oil. Check each shock one-by-one, you can bleed shocks by opening their bottom caps and allow some oil to come out. If you are landing big jumps, use a harder spring set. This allow the springs to absorb more of the truck's weight during landing rather than relying of the shock's damping alone.