



STEP1, Inspect the shocks & remove the spring retainer.



STEP2, Use the back of a ball pen to help remove the spring retainer



STEP3, Disassemble & clear all the part. Then reassemble the shocks..



STEP4, Fill shock with silicone shock oil. You can use 90 to 150 weight oil..



STEP5, Remove air bubble and fill the shock, hand tighten the top cap..



STEP6, Compress the shock shaft & flip the shock over quickly..



STEP7, Fill the piggyback from this end about half way..



STEP8, Insert the pre-soaked foam insert and close the piggyback cap..



STEP9, Fully extend the shock shaft when closing the piggyback cap.



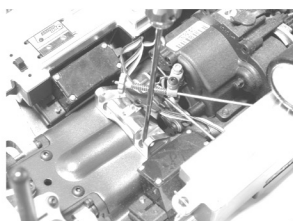
STEP10, Now, add more silicone oil into the main shock body.



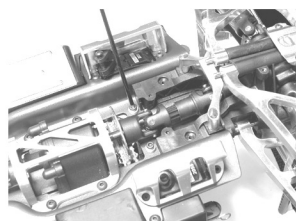
STEP11, Remove any air bubble and close the bottom cap slowly.



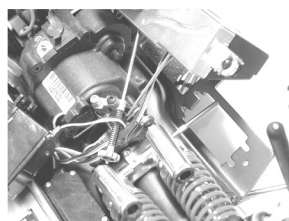
STEP12, Install spring & retainer. Fill all 4 shocks the same way.



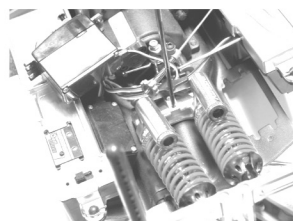
STEP13, Install shock mounts & remove the left servo & fill tank.



STEP14, Use installed screws and washer to secure shock mount underneath..



STEP15, Move servo box, insert pivot pin, make sure the flat spot on the pin face upward.



STEP16, Use the included setscrew to lock the pivot pin in place. Repeat the installation in the back by removing the fuel tank.

Additional Building Tips:

Use 90 weight or heavier shock oil. A good starting point is to use 90 weight for the front and 110 or 120 weight for the back. Install the red 20lbs spring in the front and the blue 25lbs spring in the rear.

If your shock oil is too heavy, the shocks will be too "pack" and parts like shock shafts, rodends, rocker arms can be damaged easily.

Try to stay between 90 to 120 weight for the best possible overall performance. The included foam insert is design to compensate the volume change when the shock shaft is compressed, the idea of a piggyback is to reduce the amount of air bubble and provide additional fluid volume. When our piggyback shocks are built following the above instruction, there will be very little rebound. If you want to experiment with additional rebound, you can remove or reduce the size of the form insert. Doing this will increase the shock's internal pressure, additional air bubble and oil leak is likely if the foam insert is removed completely. When setting up the shocks with "rebound", 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 shaft rebound too much, your 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 slight harder springs. The included red springs are 20lbs, the blue one is 25lbs. We have 3 spring rates available, red is 20lbs, yellow is 22lbs and the blue is 25lbs. This allow the springs to absorb more of the truck's weight during landing rather than relying of the shock's damping alone. Additional red springs, blue springs and the optional 22lbs yellow springs are available separately. In off-road operating conditions, terrain is often extreme and part breakages are inevitable, replacement parts should be readily available from your local hobby dealers. If they don't stock the part you are looking for, you can request to have the part special ordered. Most hobby shops are willing to special order parts for their customers.

Air bubble will settle after one day, silicone o-ring and foam insert will absorb some silicone oil. Refill the shock through the top cap and bottom cap to eliminate any air bubble. We suggest that you pre-soak the o-rings and foam insert for at least 30 min. before installation.

Shock building can be a very complicated process when you are new to the hobby. If you are having trouble with the installation. Ask your hobby shop for help, they usually charge a labor cost of \$35 to \$55/hr.