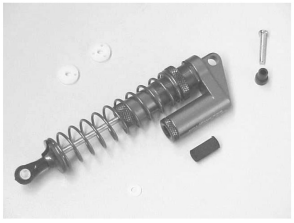
TEAM INTEGY TECHNOLOGIES, INC.

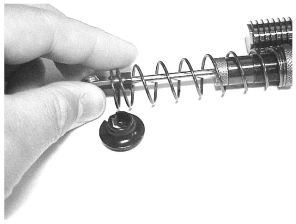
online catalog www.integy.com

MSR8 SHOCK SET W/ PIGGYBACK FOR SAVAGE

#T7038

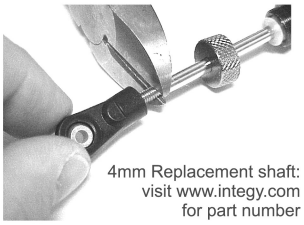


STEP1, These are all the parts for one shock, pistons are extra.

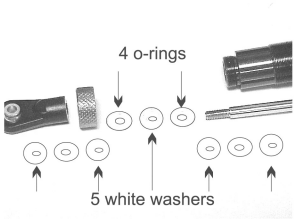


STEP2, Remove the alloy spring retainer and remove the spring.

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

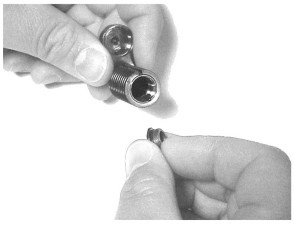


STEP4, Remove the heavy-duty alloy rod end, make sure that you don't scratch the shock shaft.

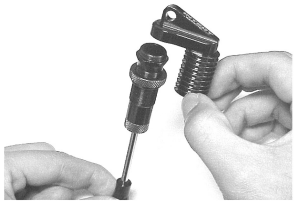


STEP5, You can make the shock action smoother by using #400 sand paper to fine tune the white washer thickness. Thinner washer = less drag

STEP6, Reassemble the parts from step 4 & 5, fill the shock with 10 or 15 weight oil. Use only silicone shock oil.



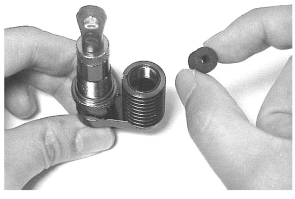
STEP7, Remove the bottom cap from the piggyback



STEP8, Fill the shock all the way to the top and make sure there is no air bubble. Then, install the piggyback.

STEP9, Do not over-tighten the piggyback. Fully compress the shock shaft & flip it upside down quickly.

STEP10, Fill the piggyback half way. Move the shock shaft slowly to remove any air bubble trap inside the main shock body.



STEP11, Install the hollow foam insert inside the piggyback. This insert will provide the necessary volume compensation.

The o-rings, foam and seals will absorb some silicone shock oil. For the best possible performance, refill all the shocks after a 24 hours initial waiting period to remove all air bubbles inside the shocks..

STEP12, Fill the piggyback up to the top completely. Move the shock shaft up & down slowly.

STEP13, One shock is now completed, repeat all the steps to complete the other 8 shocks.

We offer replacement parts for the MSR8
You can order parts from your local hobby shop
or from us at www.integy.com

Additional Building Tips:

Use 20 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.