



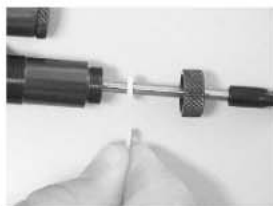
STEP1, These are all the parts for one shock, two pistons are extra



STEP5, Fill the main shock body with 100% silicone shock oil, make sure that there is no air bubble



STEP9, Flip the piggyback over and fill it up at least half way



STEP2, You can replace the stock washer with the optional thinner one for smoother o-ring actions



STEP6, Fill oil to the top and keep the shock body vertical. We suggest 35 to 45 weight oil



STEP10, Compress and extend the shaft to remove any air bubble



STEP3, Tighten the plastic rod end



STEP7, Install the piggyback now but do not over-tighten the top cap



STEP11, Drop in the cylinder shape foam, add shock oil and close the bottom cap



STEP4, Remove the piggyback and the piggyback bottom cap



STEP8, Fully compress the shock shaft



STEP12, One shock is now completed with spring and spring retainer

We offer replacement parts for the MSR4 shock set. When you need parts for regular maintenance, you can order parts from your local hobby shop.

Special building tips:

A) Use 45 weight or lighter shock oil.

B) 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.

C) 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.

D) Use #200 sand paper to fine tune the washer thickness in STEP #2 for smoother shock action

E) To make the shock set hold up even better during side impacts, you can replace the upper metal shock mount bushings with short pieces of fuel tube. The flexible fuel tubes can absorb forces during crashes and reduce the chance of breaking parts.