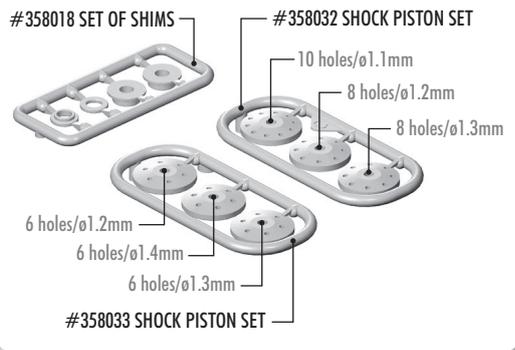
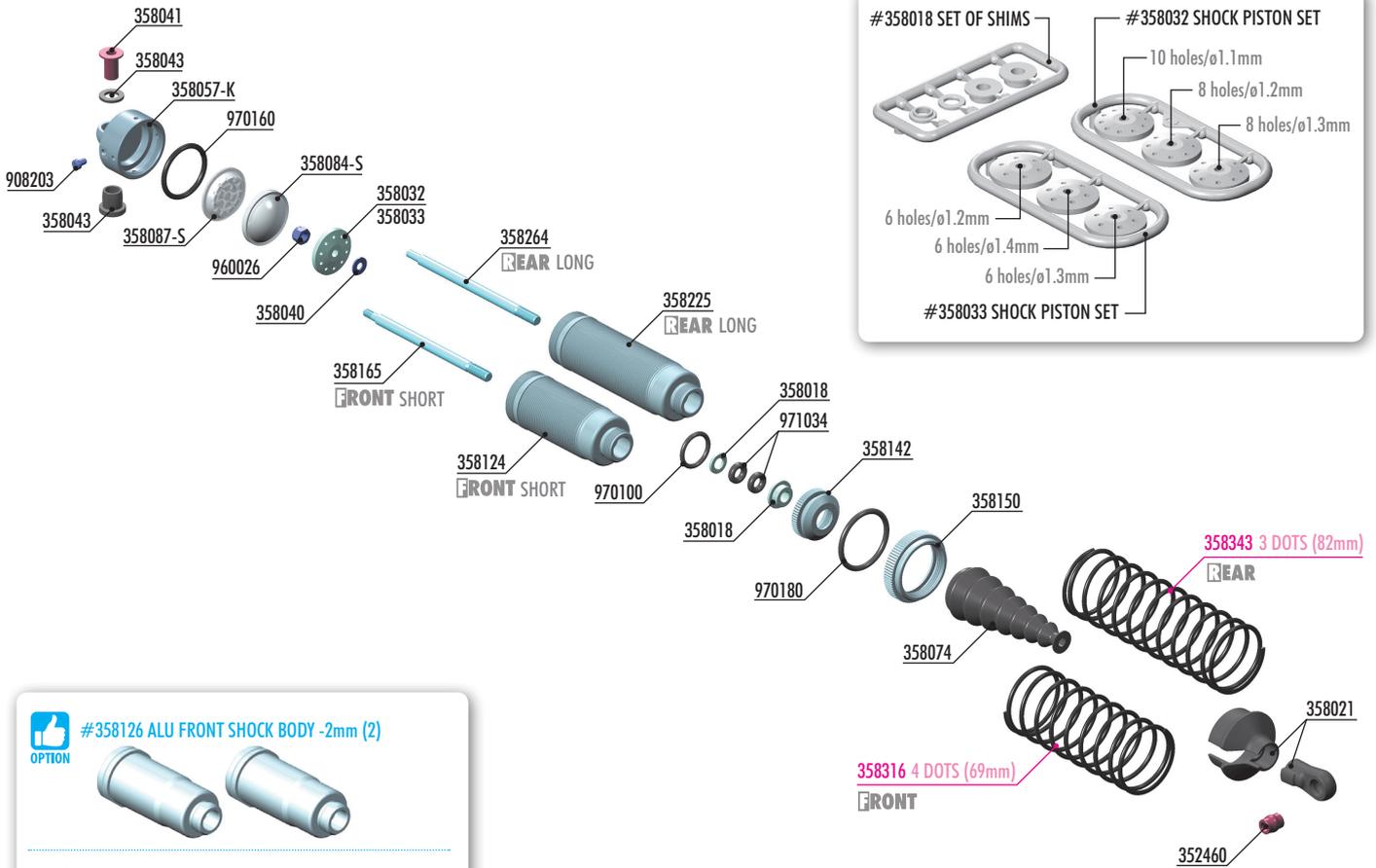


# 11. SHOCK ABSORBERS



**#358126 ALU FRONT SHOCK BODY -2mm (2)**  
OPTION

**#358164 FRONT SHOCK SHAFT 59mm (2)**  
OPTION

**#358265 REAR SHOCK SHAFT 71.5mm (2)**  
OPTION

**SHOCK RUBBER MEMBRANE (4)**

Part No.	Type	Material	Status
#358084-S	RIBBED	SOFT	INCLUDED
#358087-S	CELL	SOFT	INCLUDED
#358087-M	CELL	MEDIUM	OPTION

**#358027 PISTON 5-HOLE (1.5mm) & 2-HOLE (1.0mm) (4)**  
OPTION

**#358028 PISTON 6-HOLE (1.3mm) & 2-HOLE (1.1mm) (4)**  
OPTION

**#308029 PISTON 6-HOLE (1.4mm) & 2-HOLE (1.1mm) (4)**  
OPTION

**#358030 PISTON 8-HOLE (1.2mm) & 2-HOLE (1.2mm) (4)**  
OPTION

**#358031 PISTON 8-HOLE (1.3mm) & 2-HOLE (1.2mm) (4)**  
OPTION

**SHOCK SPRINGS**

Part No.	C	DOTS	Length	Position	Status
#358315	0.77-0.80	3 DOTS	69mm	FRONT	OPTION
#358316	0.80-0.83	4 DOTS	69mm	FRONT	INCLUDED
#358317	0.83-0.86	5 DOTS	69mm	FRONT	OPTION
#358334	0.66-0.68	2 DOTS	85mm	REAR	OPTION
#358335	0.68-0.70	3 DOTS	85mm	REAR	OPTION
#358343	0.68-0.70	3 DOTS	82mm	REAR	INCLUDED
#358344	0.70-0.73	4 DOTS	82mm	REAR	OPTION

**#358107 X88 FRONT SHOCK ABSORBERS ZERO REBOUND SET (2)**  
OPTION

**#358207 X88 REAR SHOCK ABSORBERS ZERO REBOUND SET (2)**  
OPTION

**FRONT COMPLETE SET (2)**

**REAR COMPLETE SET (2)**

**#104005 HUDY AIR VAC - VACUUM PUMP - 1/8 OFF-ROAD**  
OPTION

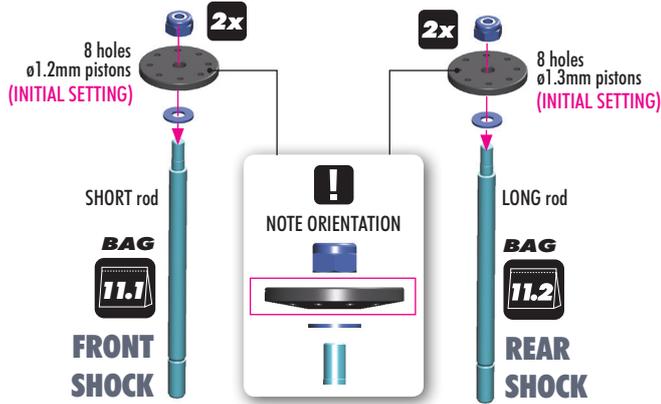
**BAGS**

**11.1**

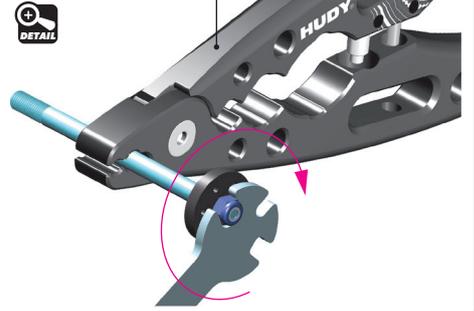
**11.2**

352460	PIVOT BALL 5.8 - V3 (10)	358150	ALU SHOCK BODY ADJ. NUT (2)
358018	COMPOSITE SET OF SHIMS FOR SHOCKS - V2 (2)	358165	FRONT SHOCK SHAFT 61mm (2)
358021	COMPOSITE SHOCK PARTS WITH KEYED BALL JOINTS	358225	ALU REAR SHOCK BODY - HARD COATED - V2 (2)
358032	SHOCK PISTON SET 8-HOLE (1.2; 1.3) 10-H. (1.1mm) - DELRIN - V3	358264	REAR SHOCK SHAFT 67.5mm (2)
358033	COMPOSITE SHOCK 6-HOLE PISTON SET (1.2; 1.3; 1.4mm) - DELRIN - V3	908203	HEX SCREW SOCKET HEAD CAP M2x3 (10)
358040	HARDENED SHOCK SHIMS (4)	960026	NUT M2.5 - SHORT (10)
358041	STEEL SHOCK BUSHING (2)	970100	O-RING 10 x 1.5 (10)
358043	COMPOSITE SHOCK BUSHING & SHIM (2+2)	970160	O-RING 16 x 2.0 (10)
358057-K	MULTI ADJ. 3-IN-1 ALU SHOCK CAP - SWISS 7075 T6 (2)	970180	O-RING 18 x 1.8 (10)
358074	FOLDING SHOCK BOOT (4)	971034	SILICONE O-RING 3.5x2 (10)
358084-S	SHOCK RUBBER MEMBRANE BOTTOM RIBBED - SOFT (4)	358316	XRAY FRONT SPRING 69mm - 4 DOTS (2)
358087-S	SHOCK RUBBER MEMBRANE CELL - SOFT (4)	358343	XRAY REAR SPRING 82mm - 3 DOTS (2)
358124	ALU FRONT SHOCK BODY - HARD COATED - V2 (2)		
358142	ALU SHOCK BODY NUT FOR SHOCK BOOT (2)		

# 11. SHOCK ABSORBERS



Install the piston with Professional Multi Tool (HUDY #183011).



**OPTION** #358265 REAR SHOCK SHAFT 71.5mm (2)



**OPTION** #358164 FRONT SHOCK SHAFT 59mm (2)



**OPTION** #358027 PISTON 5-HOLE (1.5mm) & 2-HOLE (1.0mm) (4)  
 #358028 PISTON 6-HOLE (1.3mm) & 2-HOLE (1.1mm) (4)  
 #308029 PISTON 6-HOLE (1.4mm) & 2-HOLE (1.1mm) (4)  
 #358030 PISTON 8-HOLE (1.2mm) & 2-HOLE (1.2mm) (4)  
 #358031 PISTON 8-HOLE (1.3mm) & 2-HOLE (1.2mm) (4)



## SET-UP BOOK

SHOCK DAMPING  
SHOCK PISTONS



**DO NOT OVERTIGHTEN**  
 The self-locking nut is overtightened, causing distortion of the piston. This will negatively affect the free movement of the piston in the shock body.



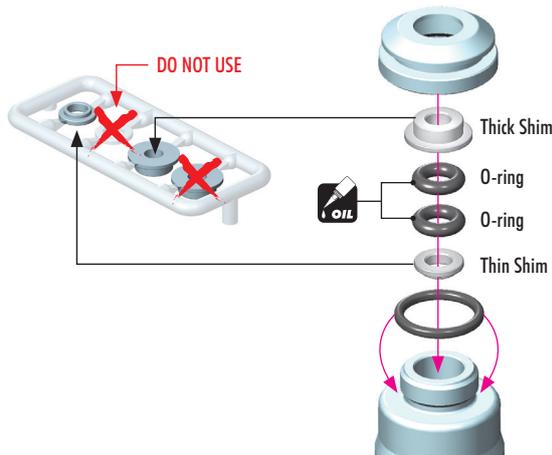
**TIGHTEN GENTLY**  
 The self-locking nut is gently tightened. The piston remains undistorted and fits inside the shock body perfectly, ensuring smooth movement of the piston.



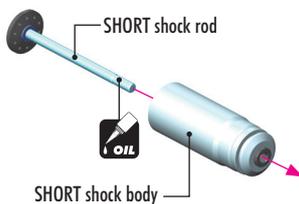
**2x** FRONT SHOCKS (SHORT)

**2x** REAR SHOCKS (LONG)

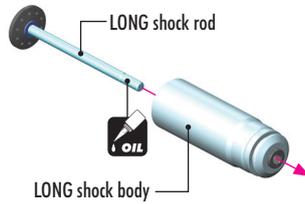
There are two different thickness shims, use them as shown. Use the same procedure when building both front and rear shocks.



**2x** FRONT SHOCKS

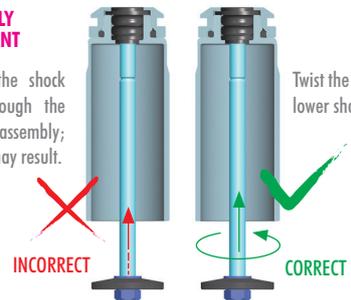


**2x** REAR SHOCKS



**EXTREMELY IMPORTANT**

**DO NOT** push the shock rod straight through the lower shock body assembly; O-ring damage may result.

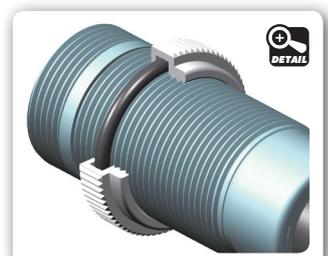
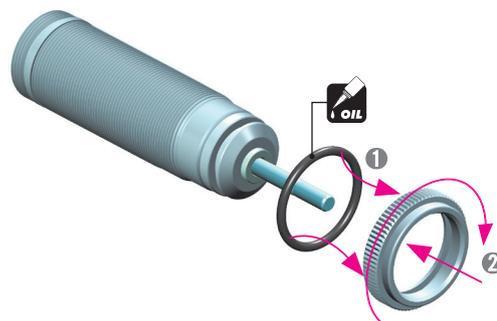


Twist the shock rod through the lower shock body assembly.



**2x** FRONT SHOCKS

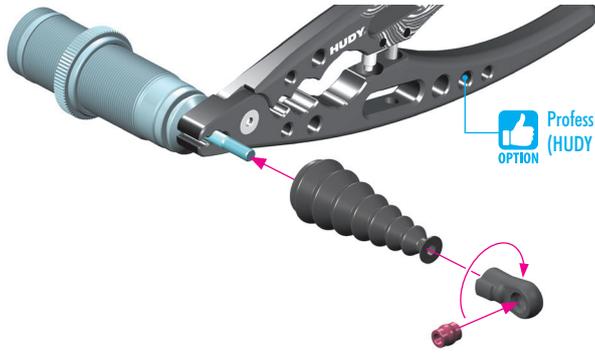
**2x** REAR SHOCKS



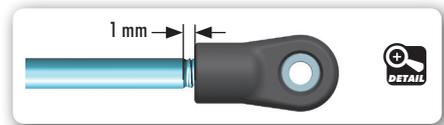
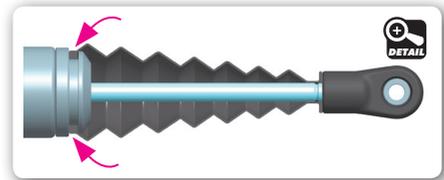
# 11. SHOCK ABSORBERS

2x FRONT SHOCKS

2x REAR SHOCKS



Professional Multi-Tool  
(HUDY #183011).  
OPTION



## SHOCK TYPE: CELL MEMBRANE

for LOW GRIP

Follow the steps below to set the shock rebound to the default setting of 0%.

**Oil level after filling**

**CORRECT FILING**

**INCORRECT FILING**

FRONT (SHORT)  
Oil 600cSt

REAR (LONG)  
Oil 550cSt

1

Extend the shock shaft completely. Fill the shock body with the shock oil.

2

3~5x  
UP & DOWN

Move the shock shaft up and down a few times to release the air bubbles trapped beneath the piston.

3

Orient the filled shock vertically for several minutes with the shock shaft fully extended. The remaining air bubbles will release.

4x 908203  
SCH M2x3

Cell Membrane

4

Install the CELL shock membrane and screw into the groove in the upper shock cap.

SHOCK CAP  
HALF 50% TIGHTEN

1

2

6

1 Gently place the shock cap assembly onto the filled shock body. 2 Move gently push the shock shaft completely up. Excess oil will spill from the shock.

SHOCK CAP  
100% TIGHTEN FULLY

6

Fully tighten the shock cap.

## SHOCK TYPE: RIBBED MEMBRANE

for BUMPY - HIGH GRIP

Follow the steps below to set the shock rebound to the default setting of 0%.

**Oil level after filling**

**CORRECT FILING**

**INCORRECT FILING**

FRONT (SHORT)  
Oil 600cSt

REAR (LONG)  
Oil 550cSt

1

Extend the shock shaft completely. Fill the shock body with the shock oil.

2

3~5x  
UP & DOWN

Move the shock shaft up and down a few times to release the air bubbles trapped beneath the piston.

3

Orient the filled shock vertically for several minutes with the shock shaft fully extended. The remaining air bubbles will release.

4x 908203  
SCH M2x3

Ribbed Membrane

4

Install the RIBBED shock membrane and screw into the groove in the upper shock cap.

SHOCK CAP  
HALF 50% TIGHTEN

1

2

6

1 Gently place the shock cap assembly onto the filled shock body. 2 Move gently push the shock shaft completely up. Excess oil will spill from the shock.

SHOCK CAP  
100% TIGHTEN FULLY

6

1 Fully tighten the shock cap. 2 Untighten the screw. 3 Move the shock shaft down. 4 Move gently push the shock shaft completely up into the shock body. 5 Excess air flow through the hole in the shock cap and tighten the screw.

# 11. SHOCK ABSORBERS

SHOCK TYPE: **EMULSION**

for DEFAULT STANDARD

Follow the steps below to set the shock rebound to the default setting of 0%.



1 Extend the shock shaft completely. Fill the shock body with the shock oil.



2 Move the shock shaft up and down a few times to release the air bubbles trapped beneath the piston.



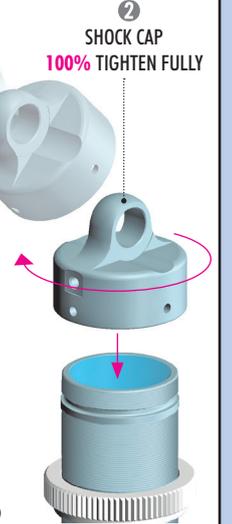
3 Orient the filled shock vertically for several minutes with the shock shaft fully extended. The remaining air bubbles will release.



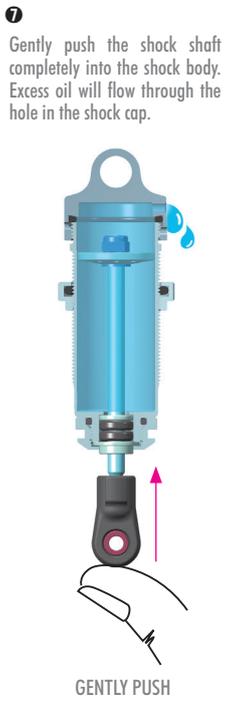
4 Install o-ring in the cap.



5 Fill the shock cap - fill the oil up to the o-ring.



6 Gently place the shock cap assembly onto the filled shock body. Excess oil will spill from the shock.



7 Gently push the shock shaft completely into the shock body. Excess oil will flow through the hole in the shock cap.



8 Tighten the screw.



9 6x push the shaft up and down.



10 Untighten the screw.



11 Gently push the shock shaft completely into the shock body. Excess oil will flow through the hole in the shock cap.



12 Tighten the screw.

2x REAR SHOCKS

LONG rear shock

2x FRONT SHOCKS

SHORT front shock

REAR shock PRELOAD

approx. 2mm

FRONT shock PRELOAD

approx. 2mm

LONG spring

SHORT spring

**SET-UP BOOK**

SPRING RATE  
SHOCK PRELOAD  
RIDE HEIGHT

**!** IMPORTANT!

Both rear shocks must be the same overall length.

**!** IMPORTANT!

Both front shocks must be the same overall length.

**!** IMPORTANT!

FRONT & REAR SHOCKS