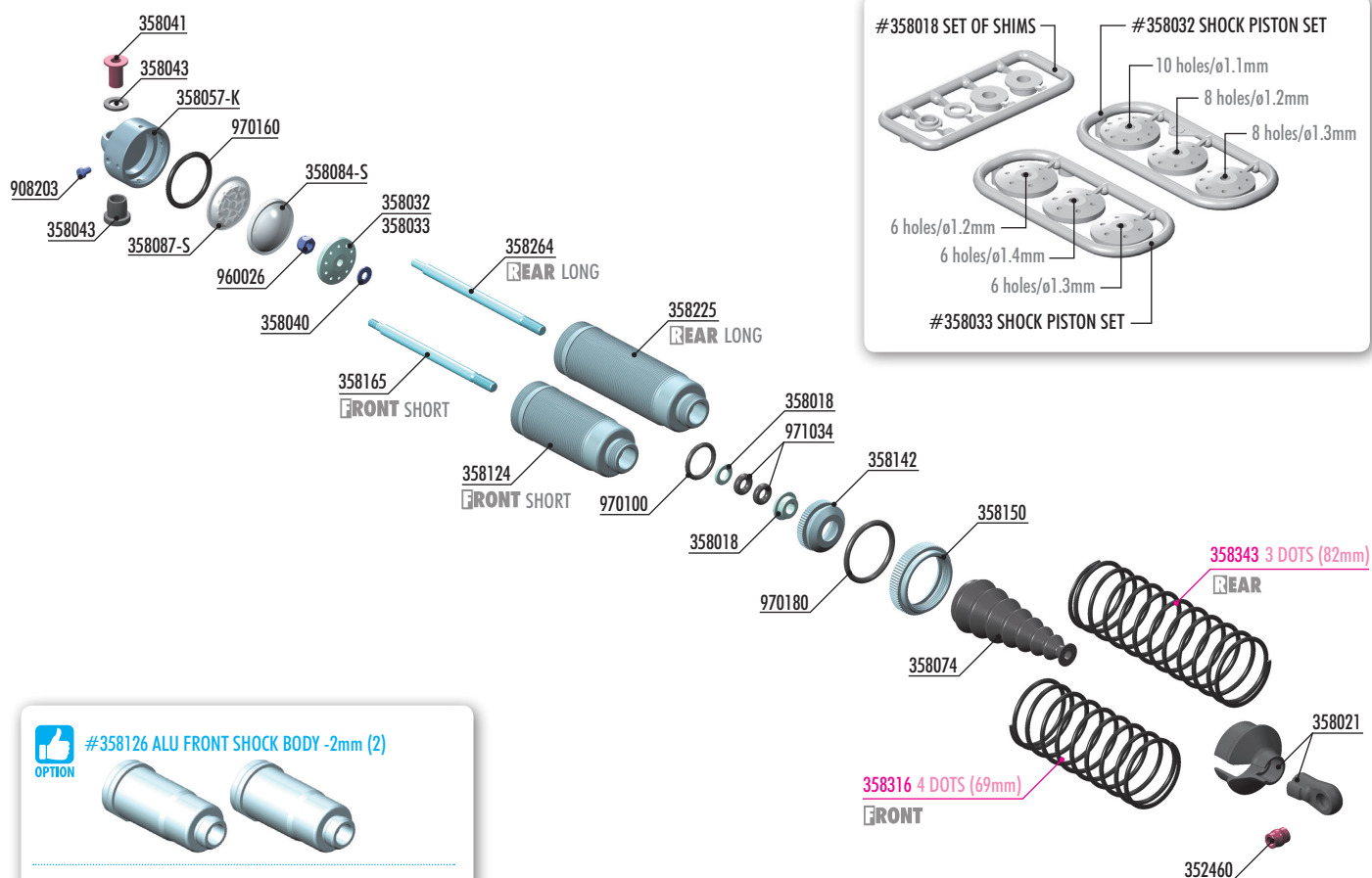


11. SHOCK ABSORBERS



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



#358164 FRONT SHOCK SHAFT 59mm (2)
#358265 REAR SHOCK SHAFT 71.5mm (2)



SHOCK RUBBER MEMBRANE (4)

#	TYPE	SOFT	INCLUDED
#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)
#358028 PISTON 6-HOLE (1.3mm) & 2-HOLE (1.1mm) (4)
#358029 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)



SHOCK SPRINGS

#	C	DOTS	LENGTH	LOCATION	STATUS
#358315	C=0.77-0.80	3 DOTS	69mm	FRONT	OPTION
#358316	C=0.80-0.83	4 DOTS	69mm	FRONT	INCLUDED
#358317	C=0.83-0.86	5 DOTS	69mm	FRONT	OPTION
#358334	C=0.66-0.68	2 DOTS	85mm	REAR	OPTION
#358335	C=0.68-0.70	3 DOTS	85mm	REAR	OPTION
#358343	C=0.68-0.70	3 DOTS	82mm	REAR	INCLUDED
#358344	C=0.70-0.73	4 DOTS	82mm	REAR	OPTION



#358107 X88 FRONT SHOCK ABSORBERS ZERO REBOUND SET (2)
#358207 X88 REAR SHOCK ABSORBERS ZERO REBOUND SET (2)

FRONT
COMPLETE SET (2)



REAR
COMPLETE SET (2)



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



BAGS



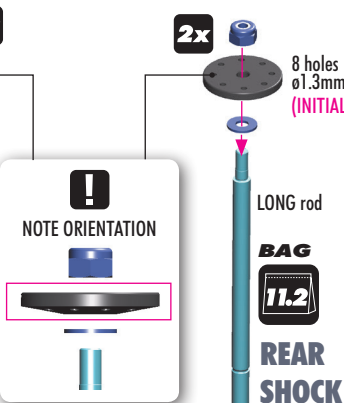
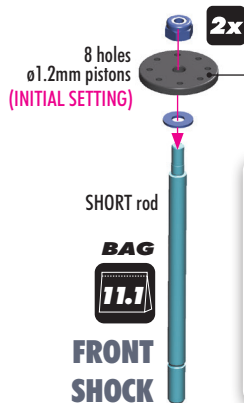
352460 PIVOT BALL 5.8 - V3 (10)
358018 COMPOSITE SET OF SHIMS FOR SHOCKS - V2 (2)
358021 COMPOSITE SHOCK PARTS WITH KEYED BALL JOINTS
358032 SHOCK PISTON SET 8-HOLE (1.2; 1.3) 10-H. (1.1mm) - DELRIN - V3
358033 COMPOSITE SHOCK 6-HOLE PISTON SET (1.2; 1.3; 1.4mm) - DELRIN - V3
358040 HARDENED SHOCK SHIMS (4)
358041 STEEL SHOCK BUSHING (2)
358043 COMPOSITE SHOCK BUSHING & SHIM (2+2)
358057-K MULTI ADJ. 3-IN-1 ALU SHOCK CAP - SWISS 7075 T6 (2)
358074 FOLDING SHOCK BOOT (4)
358084-S SHOCK RUBBER MEMBRANE BOTTOM RIBBED - SOFT (4)
358087-S SHOCK RUBBER MEMBRANE CELL - SOFT (4)
358124 ALU FRONT SHOCK BODY - HARD COATED - V2 (2)
358142 ALU SHOCK BODY NUT FOR SHOCK BOOT (2)

358150 ALU SHOCK BODY ADJ. NUT (2)
358165 FRONT SHOCK SHAFT 61mm (2)
358225 ALU REAR SHOCK BODY - HARD COATED - V2 (2)
358264 REAR SHOCK SHAFT 67.5mm (2)

908203 HEX SCREW SOCKET HEAD CAP M2x3 (10)
960026 NUT M2.5 - SHORT (10)
970100 O-RING 10 x 1.5 (10)
970160 O-RING 16 x 2.0 (10)
970180 O-RING 18 x 1.8 (10)
971034 SILICONE O-RING 3.5x2 (10)

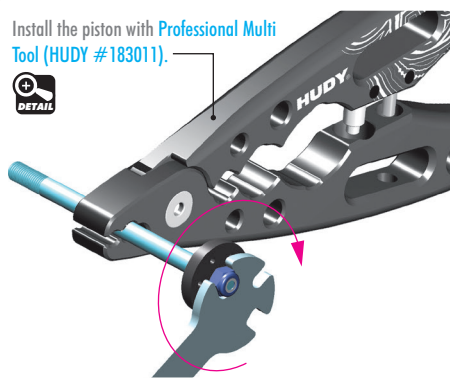
358316 XRAY FRONT SPRING 69mm - 4 DOTS (2)
358343 XRAY REAR SPRING 82mm - 3 DOTS (2)

11. SHOCK ABSORBERS



NOTE ORIENTATION

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



#358265
REAR SHOCK SHAFT 71.5mm (2)



#358164
FRONT SHOCK SHAFT 59mm (2)



#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)



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.

SET-UP BOOK

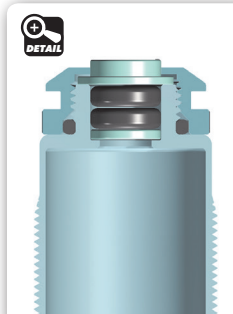
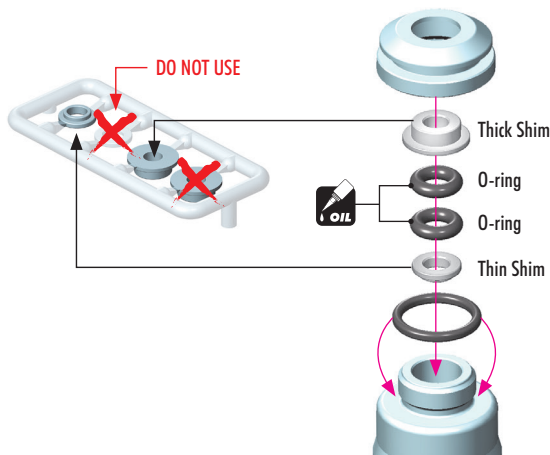
SHOCK DAMPING
SHOCK PISTONS



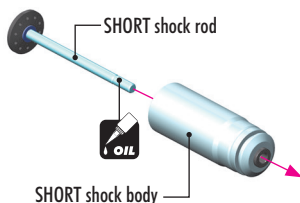
2x FRONT SHOCKS (SHORT)

2x REAR SHOCKS (LONG)

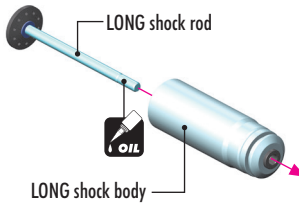
There are two different thickness shims, use them as shown. Use the same procedure when building both front and rear shocks.



2x FRONT SHOCKS

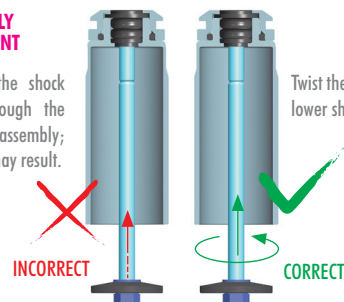


2x REAR SHOCKS



! EXTREMELY IMPORTANT

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

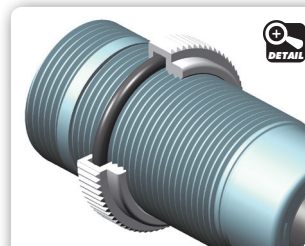
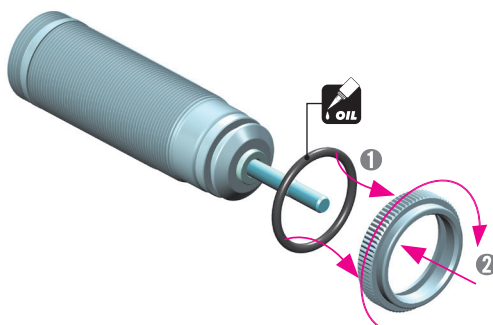


Twist the shock rod through the lower shock body assembly.



2x FRONT SHOCKS

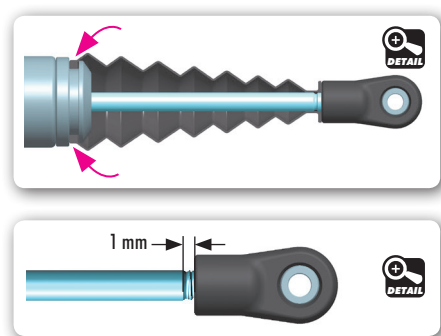
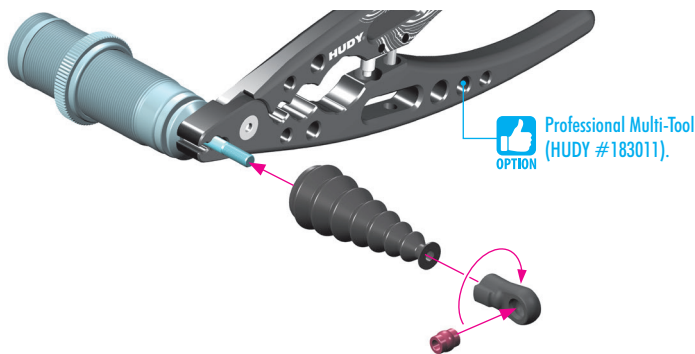
2x REAR SHOCKS



11. SHOCK ABSORBERS

2x FRONT SHOCKS

2x REAR SHOCKS



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 (Green checkmark)

INCORRECT FILING (Red X)

FRONT (SHORT)
Oil 600cSt

REAR (LONG)
Oil 550cSt

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.

3~5x UP & DOWN

3

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

4

4x 908203 SCH M2x3

Cell Membrane

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

5

SHOCK CAP HALF 50% TIGHTEN

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.

6

SHOCK CAP 100% TIGHTEN FULLY

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 (Green checkmark)

INCORRECT FILING (Red X)

FRONT (SHORT)
Oil 600cSt

REAR (LONG)
Oil 550cSt

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.

3~5x UP & DOWN

3

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

4

4x 908203 SCH M2x3

Ribbed Membrane

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

5

SHOCK CAP HALF 50% TIGHTEN

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.

6

SHOCK CAP 100% TIGHTEN FULLY

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%.

Oil level after filling
CORRECT FILLING

INCORRECT FILLING

FRONT (SHORT)
Oil 600cSt

REAR (LONG)
Oil 550cSt

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.

3~5x
UP & DOWN

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.

4x 970160
O 16x2
O-ring

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.

SHOCK CAP
100% TIGHTEN FULLY

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

GENTLY PUSH

8 Tighten the screw.

4x 908203
SCH M2x3

9 6x push the shaft up and down.

6x
UP & 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.

GENTLY PUSH

12 Tighten the screw.

2x REAR SHOCKS

LONG rear shock

LONG spring

REAR shock PRELOAD

approx. 2mm

SET-UP BOOK
SPRING RATE
SHOCK PRELOAD
RIDE HEIGHT

IMPORTANT!
Both rear shocks must be the same overall length.

2x FRONT SHOCKS

SHORT front shock

SHORT spring

FRONT shock PRELOAD

approx. 2mm

IMPORTANT!
Both front shocks must be the same overall length.

FRONT & REAR SHOCKS

IMPORTANT!