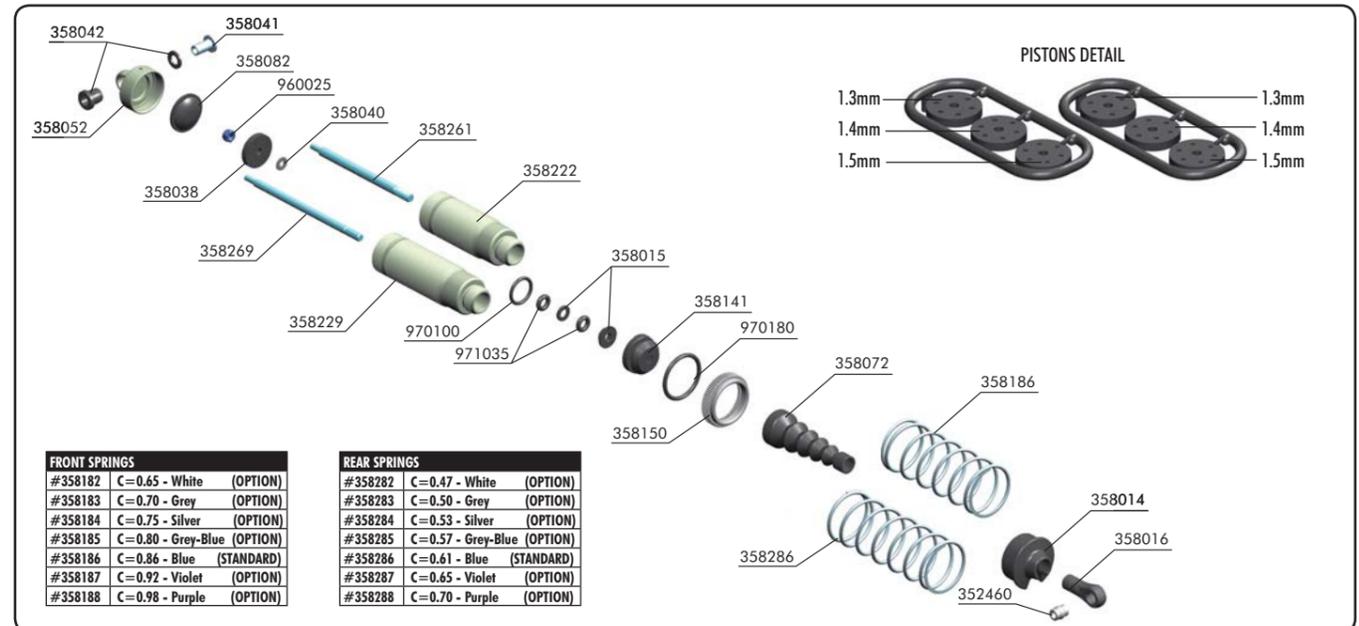


# XRAY XT8

## INSTRUCTION MANUAL

## #358109 XT8 FRONT BIG BORE SHOCK ABSORBERS COMPLETE SET (2) #358209 XT8 REAR BIG BORE SHOCK ABSORBERS COMPLETE SET (2)



FRONT SPRINGS		
#358182	C=0.65 - White	(OPTION)
#358183	C=0.70 - Grey	(OPTION)
#358184	C=0.75 - Silver	(OPTION)
#358185	C=0.80 - Grey-Blue	(OPTION)
#358186	C=0.86 - Blue	(STANDARD)
#358187	C=0.92 - Violet	(OPTION)
#358188	C=0.98 - Purple	(OPTION)

REAR SPRINGS		
#358282	C=0.47 - White	(OPTION)
#358283	C=0.50 - Grey	(OPTION)
#358284	C=0.53 - Silver	(OPTION)
#358285	C=0.57 - Grey-Blue	(OPTION)
#358286	C=0.61 - Blue	(STANDARD)
#358287	C=0.65 - Violet	(OPTION)
#358288	C=0.70 - Purple	(OPTION)



- 35 2460 PIVOT BALL 5.8 (10)
- 35 8014 XB808 COMPOSITE SHOCK PARTS
- 35 8015 XB808 COMPOSITE SET OF SHIMS FOR SHOCKS 1 & 2.5 MM
- 35 8016 COMPOSITE SHOCK BALL JOINT FOR SHOCK BOOT (2)
- 35 8038 XB808 COMPOSITE SHOCK 6-HOLE PISTON SET
- 35 8040 HARDENED SHOCK SHIMS (4)
- 35 8041 XB808 STEEL SHOCK BUSHING (2)
- 35 8042 XB808 COMPOSITE SHOCK BUSHING & SHIM (2+2)
- 35 8052 XB808 ALU SHOCK CAP NUT - HARD COATED (2)
- 35 8072 XB808 FOLDING SHOCK BOOT (4)
- 35 8082 XB808 SHOCK RUBBER MEMBRANE (4)
- 35 8141 XB808 ALU SHOCK BODY NUT FOR SHOCK BOOT (2)
- 35 8150 XB808 ALU SHOCK BODY ADJ. NUT (2)
- 35 8186 XRAY XB808 FRONT SPRING SET C = 0.86 - BLUE (2)
- 35 8222 XB808 ALU REAR SHOCK BODY - HARD COATED (2)
- 35 8229 XT8 ALU REAR SHOCK BODY - BIG BORE - HARD COATED (2)
- 35 8261 XB808 REAR SHOCK SHAFT (2)
- 38 8269 XT8 BIG BORE REAR SHOCK SHAFT (2)
- 38 8286 XRAY XB808 REAR SPRING SET C = 0.61 - BLUE (2)
- 96 0025 NUT M2.5 (10)
- 97 0100 O-RING 10 x 1.5 (10)
- 97 0180 O-RING 18 x 1.8 (10)
- 97 1035 SILICONE O-RING 3.5x2 (10)

960025  
N M2.5

358040  
S 2.5x6x0.5

971035  
O 3.5x2

970100  
O 10x1.5

**2x**

1.5mm pistons

**BAG 11.1**

**FRONT SHOCK (SHORT)**

**2x**

1.3mm pistons

**BAG 11.2**

**REAR SHOCK (LONG)**

**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.

**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.

Use side cutter (HUDY #189010)

Grip the shock rod at top of exposed threads with side cutting pliers. Be careful not to damage the shock rod.

Use 5.0mm socket wrench (HUDY #170058)

**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.

Thick Shim

O-ring

Thin Shim

O-ring

**DETAIL**

**970180**  
O 18x1.8

**2x FRONT SHOCKS**  
SHORT SHOCK ROD  
SHORT SHOCK BODY  
1.5mm PISTON

**2x REAR SHOCKS**  
LONG SHOCK ROD  
LONG SHOCK BODY  
1.3mm PISTON

**EXTREMELY IMPORTANT**

**INCORRECT**  
Do not push the shock rod straight through the lower shock body assembly; O-ring damage may result.

**CORRECT**  
Twist the shock rod through the lower shock body assembly.

**DETAIL**

**2x REAR SHOCKS**  
LONG REAR SHOCKS

**2x FRONT SHOCKS**  
SHORT FRONT SHOCKS

**REAR SHOCK PRELOAD**  
16mm

**FRONT SHOCK PRELOAD**  
14mm

**LONG SPRING**

**SHORT SPRING**

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

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

**2x FRONT SHOCKS**  
**2x REAR SHOCKS**

**INCORRECT**

**INCORRECT**

**CORRECT**

Grip the shock rod at top of exposed threads with side cutting pliers. Be careful not to damage the shock rod.

**1~1.5 mm**

**1**

**2**

**3**

**TIP** Follow the TECH TIP on page 11 to install the pivot balls

**CUTAWAY VIEW**

**DEFAULT SHOCK REBOUND SETTING 0% (LOW REBOUND)** Follow the steps below to set the shock rebound to the default setting of 0%.

**2x FRONT (SHORT)**  
Oil 600cSt

**2x REAR (LONG)**  
Oil 350cSt

**1** Extend the shock shaft completely. Fill the shock body with the shock oil. For the FRONT shocks (short) use 600cSt oil. For the REAR shocks (long) use 350cSt 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 the shock membrane into the groove in the upper shock cap.

**5** Gently place the shock cap assembly onto the filled shock body. Excess oil will spill from the shock. Screw the shock cap onto the body by only a few turns.

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

**7** Keep the shock shaft pushed in the shock body and tighten the shock cap completely. The rebound will be at approximately 0%.

**HALF TIGHTEN 50%**

**TIGHTEN FULLY 100%**

**DETAIL**

**TIP ALTERNATE SHOCK REBOUND SETTING (50% AND 100%)**  
The default shock rebound setting is 0% (as described on page 31). Alternatively, you may set the shock rebound setting to 50% or 100% as described below. Remove the shock springs before performing shock rebound adjustment.

**SETTING THE SHOCK REBOUND TO 50% (MEDIUM REBOUND)**

**REMOVE SHOCK CAP**

**1** Extend the shock shaft completely and remove the shock cap.

**2** Fill the shock body with shock oil up to the top. Make sure to use same viscosity shock oil as is in the shock.

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

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

**5** Push the shock shaft 50% into the shock body. Excess oil will bleed through the hole in the shock cap.

**6** Keep the shock shaft pushed 50% into the shock body and tighten the shock cap completely. The rebound will be at approximately 50%.

**HALF TIGHTEN 50%**

**TIGHTEN FULLY 100%**

**SETTING THE SHOCK REBOUND TO 100% (HIGH REBOUND)**

**REMOVE SHOCK CAP**

**1** Extend the shock shaft completely and remove the shock cap.

**2** Fill the shock body with shock oil up to the top. Make sure to use same viscosity shock oil as is in the shock.

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

**4** Gently place the shock cap assembly onto the filled shock body. Keep the shock shaft extended 100% from the shock body and tighten the shock cap completely. The rebound will be at approximately 100%.

**TIGHTEN FULLY 100%**