

SHOCK FILLING INSTRUCTIONS

FOR BOTH FRONT AND REAR SHOCKS

The following steps and information will provide you with the proper way to fill and bleed your Tekno RC EB48 shocks.

After thorough testing, we've found it's easiest to complete steps 1 through 3 on each shock before moving onto step 4. By the time you've finished step 3 on the last shock the first one should be ready for step 4.

- Step 1. Extend the shock shaft all the way down. Fill the shock with oil until the body is approximately 90% full.
- Step 2. Slowly pump the shock shaft up and down about 3-5 times to release air bubbles from underneath the piston.
- Step 3. Let the shock rest vertically with the shock shaft fully extended for five minutes or until all of the air bubbles have released.
- Step 4. Push the shaft in to the amount of rebound desired. For example, to achieve little or no rebound, push the shaft in all the way (in this case, about 1/4" of shaft showing). For 50% rebound, push the shaft in half way. Make sure that you match the rebound amount between the left and right shocks. We've found that running the least amount of (0%) rebound in both the front and rear shocks gives the most consistent overall performance.
- Step 5. Next you will top off the shock with oil. The goal is not to fill the body completely, but only to fill it enough so that when the bladder is placed on top there will be no air underneath. If you do overfill the shock, it won't hurt performance, it will just spill out and make a little bit of a mess.
- Step 6. In this step you will be placing the bladder on top the shock body. While holding the shock shaft in the desired position from step 4, push the bladder down onto the shock body using your fingertip to fully seat the lip of the bladder onto the rim of the shock body. If done correctly a small amount of oil should bleed out. If no oil is released you may have some air trapped underneath the bladder and you will need to remove the bladder and repeat step 5. Once the bladder is seated onto the shock body, pull the shock shaft down about 20mm. This will "suck" the bladder down and hold it in place. Carefully wipe away the excess oil that was bled, being careful not to disrupt the seal of the bladder on the shock body.
- Step 7. While continuing to hold the shock vertically, screw the shock cap down onto the body and tighten fully. The cap will bottom out easily, but the bladder will be sealed tight. You can use an adjustable wrench to hold the bottom of the shock while tightening the shock cap down to be sure they are tight.

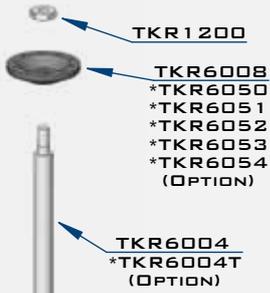
You can build the shocks in any manner you prefer, but we've found this way provides the best handling and more consistent shocks. They will also last longer between rebuilds.

Use part #'s TKR6008 (pistons and guides) and TKR6009/TKR6009B (o-ring pack) to rebuild your shocks regularly.

BAG M

FRONT SHOCK ASSEMBLY

STEP M-1



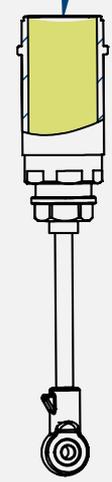
Note: front shocks use shorter shock bodies - TKR6002, shorter shock shafts - TKR6004, shorter springs - TKR6035 and shorter shock boots - TKR6023



STEP M-2

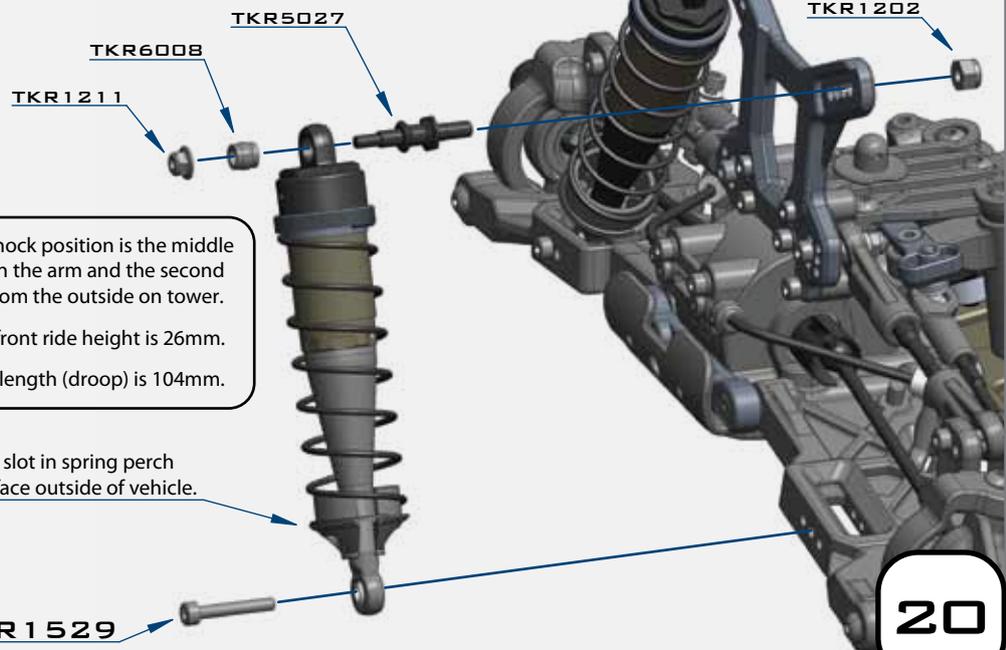


Fill oil level just below the top of the shock body.
Use #450 Oil Front



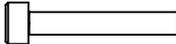
Note: make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003) to ensure a proper seal. Tools may be required.

STEP M-3



Stock shock position is the middle hole on the arm and the second hole from the outside on tower.
Stock front ride height is 26mm.
Shock length (droop) is 104mm.

Note: slot in spring perch should face outside of vehicle.

-  x2
TKR1200
HEX 4035 - M2.5
-  x2
TKR1202
M4 LOCK NUT BLACK
-  x2
TKR1211
M3 LOCK NUT FLANGE BLACK
-  x2
TKR1529
M3x20MM CAP HEAD SCREW
-  x2
TKR5027
SHOCK STAND OFF