

- iv) Refill to the top.
- v) Screw the cap on 1-2 turns.
- vi) Fully compress the shock. *You need to bleed off the excess. If you tighten the cap with this much oil in the shock it will hydrolock (fluids are incompressible) and blow the seals out. Do not do this with the spring perch installed, you want FULL travel on the shock.*
- vii) Unscrew the cap a little until the pressure relieves and oil bleeds from under the cap's threads.
- viii) Tighten the cap down. Wipe clean.
- ix) When refilling with oil always pull the bladder out and make sure no oil has gotten on top of the bladder. If it does, the bladder can't compress and it will hydrolock and blow the seals out.

7) Install bootie. A little spit on the rod end will help it slide over. Grip the shaft with your fingers, pull the bootie over, keep pushing it on until the end of it is just past the rod end eye. Slide the upper end onto the body. The perch will hold the bootie on the rod end.

8) Install the spring, and perch. An easy way to get the perch over the rod end is to compress the shock till it bottoms out, then a little further and it'll seat the perch.

Spring weight is: light colored is lightest, dark color is heaviest.

Lightest --- White, Red, Blue, Black --- Heaviest

Starting point

8 shock heavyweight trucks: White in the front, Red in the rear.

4 shock lightweight trucks: Red in the front, Blue in the rear.

9) Install shock in truck.

a) Install in lower arm position #4

i) Early EXT owners may need to Dremel the arm slightly to clear the larger rod ends on these shocks. While you can jam it in there, the rod end will rub the arm. I'd just stuff the shock end in the arm put the screw partially in, wiggle it back and forth, take it out, (the rod end should leave a black mark on the arm) and Dremel anything that's marked.

ii) Put the lower part of the shock in place and use your M3x14 screw through the outside of the arm and through the shock. Then slide a 3mm washer between the shock's ball and the arm and put the screw the rest of the way in.

b) Use Tower position #1 or 5 on the EXT & Widetrac or #2,3,7 or 8 on the KnuckleHead Shock Towers.

i) For single shock SM trucks use the M3x30 SHCS, and a 3mm washer and nyloc nut.

ii) For double shock SM trucks use the M3x45 SHCS and a 3mm washer on both sides and the nyloc nut.

10) Check that everything moves freely.

And that's about it folks. If I've missed anything e-mail your suggestions to Instructions@UEusa.net and I'll add it to the next version of the instructions.

Now check everything over and go have some fun. After your first run re-check everything carefully.

Thank you for your support,
Robin Oury
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SuperMaxx™ RacerX SuperShock Kit Instructions



Part #	Description	Qty	Part #	Description	Qty
UE 10121	51mm Bodies	4	OFN 40057	Threaded Ring	4
UE 10122	57.75mm TiN Shafts	4	OFN 40059	Threaded Ring's O-Ring	4
UE 81036	Ø6mm Standoff	4	OFN 40063	Spring Holder (plastic)	4
UE 10125a	Spring, White (lightest)	2	OFN 400058	Dust Boots	4
UE 10125b	Spring, Red	2	OFN	Aluminum Shock Cap's O-Ring	4
UE 10125c	Spring, Blue	2	OFN	Aluminum Shock Caps	4
UE 10125d	Spring, Black (heaviest)	2	OFN	Rod End Balls	4
OFN 32033	Bladders	4		M2.5 Nyloc Nut	4
OFN 32235	Piston	4		M2.6x5 Flat Washer	8
OFN 32237	3.5mm O-Rings	8		M3x30 Socket Head Cap Screw	4
OFN 32237	2mm Thick White Spacer	4		M3x45 Socket Head Cap Screw	4
OFN 32237	1mm Thin White Spacer	4		M3 flat washer	8
OFN 32237	7mm Snap-Ring	4		M3 Nyloc Nut	4
OFN 40056	Rod Ends (plastic)	4			
OFN 40057	Threaded Ring	4			

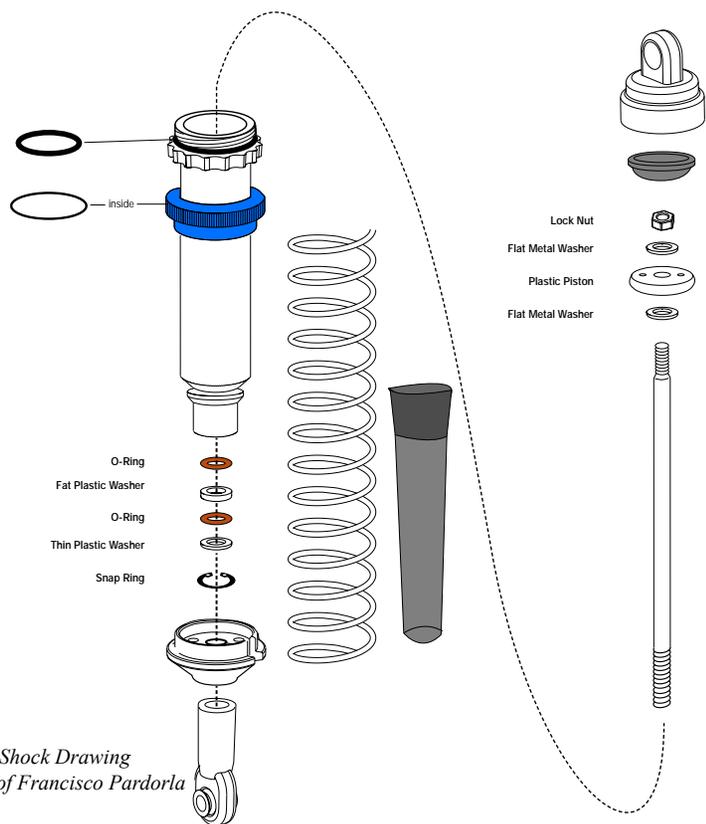
Warranty: Lifetime for manufacturing defects on Unlimited Engineering products, other mfg's items are warranted through the manufacturer.

If something does not go together please don't force it – find out why. If a screw seems too short or doesn't go in easily, get a longer screw or clean out the threads, don't strip the holes or bust off the screw. If you have a hammer in your RC toolbox, put it back in the garage where it belongs. Please use common sense when assembling these kits. Mangled parts will not be covered under warranty just because I didn't issue a specific warning –I do try to be as thorough as possible, but I can't possibly think of every single variable that could happen.

I would appreciate it if you give me the opportunity to correct any problems before broadcasting them to the world. I am a small company and negative publicity can do a lot of harm. I will do all that is possible to make you happy. E-mail me at Sales@UEusa.net

Thank you for choosing Unlimited Engineering and congratulations on purchasing the most robust, finely engineered and highest performing upgrades available for your Maxx.

Robin Oury
Unlimited Engineering
500 Dunwoody Drive, Simpsonville, SC 29681



Exploded Shock Drawing
Courtesy of Francisco Pardorla

- 1) **Open the package** into a Tupperware lid (or similar) – lots of little items, you don't want to lose. Go through the booties carefully, there's often items hiding in there.
- 2) **Install the threaded collar.**
 - a) Install the o-ring in and screw the collar all the way on.
- 3) **Assemble the Shaft.**
 - a) Wrap a towel around the shaft and grip with vise grips – do not over grip them as you'll damage the shaft or grab the first thread with wire cutters.
 - b) Put one of the washers on first, then the piston, the other washer, a dot of red Loctite on the threads and the nut. Tighten until the piston does not spin.
Note: Once in a while there's a burr on the between the shank & threads where the piston seats. Don't force your piston on, grab a small file and remove the burr.
- 4) **Install the seals in the body**
 - a) Put a little grease down in the body, preferred grease is Associated Green Slime.
 - b) Put the first o-ring in. Add some more grease.
 - c) Put the thicker of the white plastic separators in, the hole is chamfered, install them so the chamfer faces inward (where the oil will be.) Add some more grease.
 - d) Put the 2nd o-ring in, add some more grease
 - e) Put the thinner white plastic separator on.
 - f) Put the snap ring in. Make sure it's fully seated in the groove.
Pro Tip: Use snap ring plyers (or needle nose or...) to slightly expand the snap ring this will give it a little more gripping pressure.

5) **Install the shaft**

- a) Put the shaft in, gently wiggle it past the o-rings so you don't cut them with the threads.
- b) Use the 4 way wrench that came with your Maxx (or other RC) to hold the nut/shaft from the top. This will give you a good grip and allow you to push on the plastic rod end while you install it without risking damage to the shaft. If you don't have a 4 way you can grip the shaft again with the towel and vise grips and screw the rod end on.
- c) Screw the rod end on until there is 30 to 30.25mm of shaft exposed.

6) **Final shock assembly**

- a) Install bladder in the cap.
- b) Install the medium sized o-ring over the shock body – this seals the cap when it's screwed on.
- c) *Fill with oil:*
 - i) Fully extend the shaft, tilt over slightly, orient so one of the piston holes is at the 12 o'clock position. That way the air bubble will move to the top and exit thru the piston hole.
 - ii) Fill the body with oil.
 - iii) Compress slowly, then extend slowly and you'll see a bubble come out of the hole. Moving slowly will allow a single bubble, quick movement will cause many small bubbles which will take more time to rise and vent.

