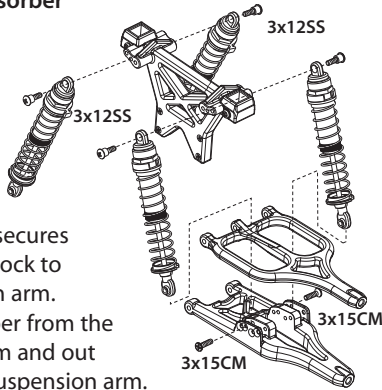


Progressive Spring Installation Instructions

Covers Part #4957R

Remove the Shock Absorber

1. Remove the 3x12 shoulder screw that secures the top of the shock from the shock tower.
2. Remove the 3x15 countersunk machine screw that secures the bottom of the shock to the lower suspension arm.
3. Lift the shock absorber from the lower suspension arm and out through the upper suspension arm.

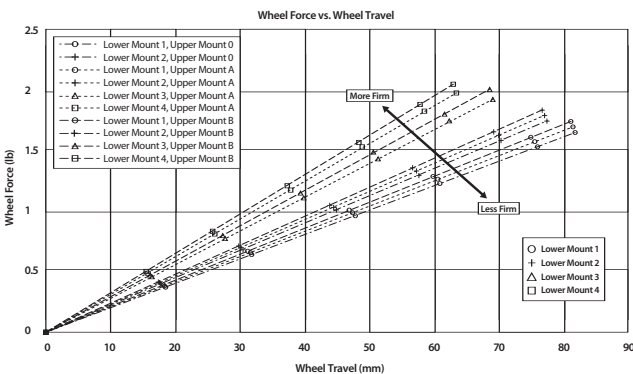


Replace the Shock Spring

1. Remove the lower spring retainer from the shock shaft by compressing the spring toward the top of the shock body to release tension on the retainer. Next, push the retainer up off of the shock end, and slide the shaft through the slot of the retainer to remove the retainer from the shock.
2. Slide the spring down and off of the shock absorber, and replace it with the T-Maxx progressive rate spring.
3. Compress the spring, and install the retainer by inserting the shaft through the slot in the retainer. Make sure that the retainer is in the same orientation as it was with the stock spring. The spring should fit around the top of the retainer.
4. Release the spring and the retainer so that the bottom of the retainer slips over the top of the shock end. The shock is ready for installation.
5. Install the shock absorber using the first three steps in reverse order.

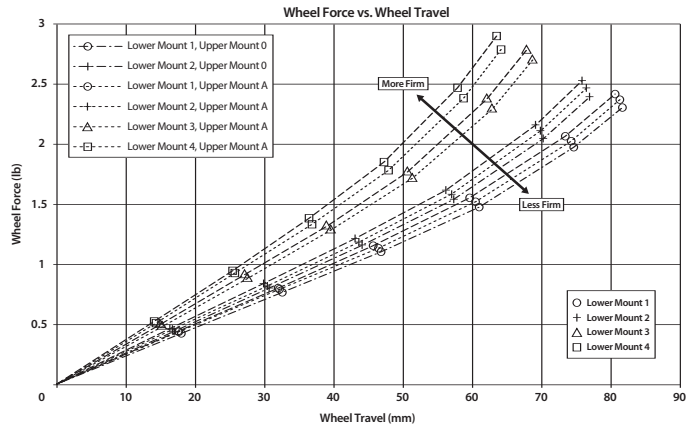


Stock Spring Rate Chart



Progressive Spring Rate Chart

Under light-duty driving, the progressive rate springs soak up the small bumps as a softer spring would, but when the conditions get rough and the jumps get big, the progressive rate springs step up to the challenge by getting firmer as the suspension is compressed. This resists the chassis from bottoming out from jumps to keep the chassis under control.

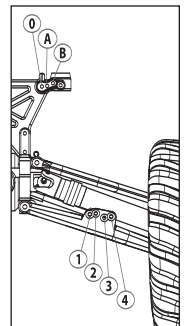


- Notice how all of the curves from this graph ramp up. This illustrates the rapid increase of wheel force as the suspension is compressed. Compare this chart to the Stock Spring Rate Chart (below left).
- This graph also shows the effects of mounting the shocks in the optional shock locations. As the lower shock position is moved outward, the suspension travel decreases and the wheel force increases.

Tuning Tips and Suggestions:

- Rough track conditions: lower mount #1 and #2
- Smooth track conditions: lower mount #3 and #4
- Upper mount: Should be used only as a fine-tuning adjustment:

- Position (A) is best for most conditions.
- Position (B) will decrease the damping feel slightly while increasing the force of the spring slightly.
- Position (0) is intended for use with first generation T-Maxx suspension arms. With the second-generation arms (2.5 & 3.3-powered T-Maxx), position (0) can be used for tuning with the inner pair of lower shock mounting positions on the arm (1,2). It is not compatible with the lower shock mounting positions 3 & 4 on the second-generation arms.



Refer to the owners' manual for more information on Maxx suspension adjustments.