

#80401, #80402 & #80405 - Shock Guards for Traxxas Shocks

What's Included: 2 - Trees with two shock guards on each tree, 1 - Tree of four shock rod ends.

Before You Begin: Remove each shock from the truck. Remove the stock spring cup and springs (as well as any clips and collars that may be on the shock) from the shock body. Protect your shock shaft with a doubled-over rag and grip it with a tool to allow you to unthread the rod end from the shaft. Finally, pop the stock pivot ball out of the stock rod end. *Important Note: Some Traxxas pivot balls have flanges. Only the smaller flange will fit through the stock rod end (and consequently, the RPM rod end as well).* The easiest way to pop the pivot ball out of the rod end is to place a 3mm screw through the pivot ball and set the opposite end in a small socket, then place the entire thing in a vice. The screw head will push the ball far enough into the rod end to cause it to pop out. A pair of channel locks may be used if a vice is not available.

Pivot Ball Installation: *Caution! RPM parts should be at room temperature (70+ deg. F or 21+ deg. C) before beginning this next step.* Installation of the pivot ball into the rod end below room temperature can damage the rod end, which will not be covered under **RPM** warranty provisions. To install the stock ball, place the ball against the rod end hole, and then set the assembly in a vice. Slowly tighten the vice until the ball pops in place. (A pair of channel locks may be used here but be sure to protect the rod end from the teeth of the channel locks.)

Final Installation: Protect the shock shaft and thread the rod end on to the shaft. Thread it on until it bottoms. *Caution: Do not over-tighten the rod end.* It needs to go until it stops, no further. Slip your spring clips, shock collar and springs back on to the shock. Finally, pull back the spring to allow the shock guard to fit in place. *Caution! If you have spring clips on your shock, make sure that the protrusion on the end of the clip does not interfere with the shock guard at full compression of the shock.* If it does, simply rotate the clip away from the shock guard.

Orientation: Notice that the end of the rod end is square. The square end keys with the shock guard to allow you to rotate and lock the guard into place. The shock guard should face towards the front of the vehicle for maximum protection of the shock shaft.