



SHOCK MATCHING TOOL

-HARD-ANODIZED ALUMINUM
-BALL BEARING PIVOT GAUGE
-FOR MAXIMUM PRECISION
-LASER-ETCHED MEASURING SCALE
-FOR ALL RACERS- 1/5- TO 1/10-SCALE

E N G I N E E R I N G W I N S



ASSEMBLY INSTRUCTIONS

1. Choose the holes in the slider plate that will allow full compression and rebound of the shock absorber. From the back of the slider, install a 4-40 X 7/8" flat head screw and secure it with 4-40 nylon lock nuts using a 1/16" hex wrench and a 1/4" wrench or nut driver. Repeat for other side of slider.



2. At either end of the pointer arm, install a 4-40 X 7/8" flat head screw and secure them with 4-40 nylon lock nuts as shown using a 1/16" hex wrench and a 1/4" wrench or nut driver.



3. Install the proper shock bushings on the slider bar and mount the shock as shown.



USING THE LOSI SHOCK MATCHING TOOL

Move the slider bar to the extended position then slowly push it down to the compressed position. The ball bearing supported pointer will move to indicate the most sensitive differences between the shocks. You will graphically see any differences and be able to address them as necessary.

- 1) With the slider bar extended you can match the extended length and make any adjustments after installing limiters.
- 2) With the slider bar compressed you will be able to detect a shock that is over-pressurized and probably needs to be bled (if it does not compress completely) as well as check the compressed length.
- 3) As you slide the bar between extension and compression, the pointer will indicate any difference in the dampening rate of the shocks. This can be caused by O-ring drag, shock piston imbalance, or shock fluid variance. Testing the shocks without fluid after rebuilding or a piston change will show o-ring condition.

Tech Tip: To see what effect a piston or fluid change has made, make the change to only one shock and compare it to an unchanged shock.

- 4) After the shocks have been tested and matched install the springs and test again. By balancing the shocks with the springs you now have a precise starting point for your chassis tuning. You can also use the tool to check and match springs.

PATENT PENDING
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