

Note: GTR shocks are factory assembled (part# 5561) for front installation on Jato (1.4mm piston). For use in the rear, the installed pistons must be replaced with 1.3mm (rear) pistons.

Jato is equipped from the factory with 1.4mm pistons installed in the front and 1.3mm pistons installed in the rear.



1.4mm Front



1.3mm Rear

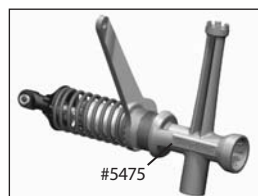
GTR Shock Rebuild Instructions

Shock disassembly

Use the shock exploded view included to aid in the assembly process.

1. Remove the spring and lower spring retainer from the shock.
2. Remove the shock cap (A) and empty the shock body of shock oil.
3. Use side cutters to grip the shock shaft just above the rod end (B). Remove the rod end from the shock shaft using the suspension multi tool (B).
4. Remove the lower cap (C) and bump stop. Slide the shock shaft with piston out of the shock body.
5. Remove the x-ring from the shock body.

Important: The shocks are assembled at the factory with a center-to-center distance (between the rod end balls) of 87mm. Any time the shocks are removed and disassembled, this distance should be checked to ensure proper operation of the suspension.



A. Loosen Upper Cap



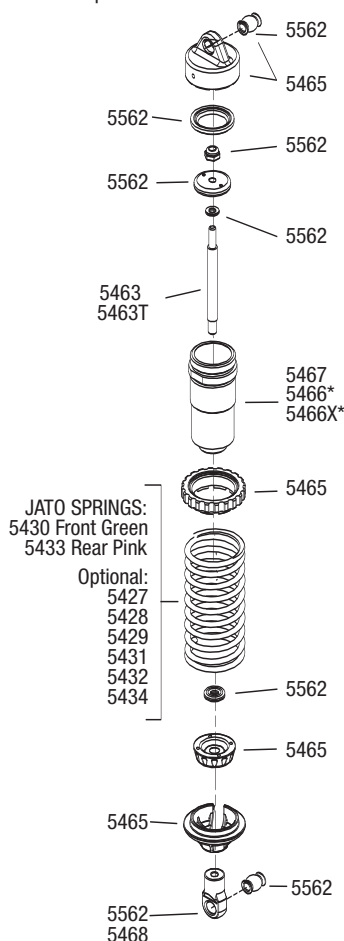
B. Remove Rod End



C. Loosen Lower Cap



Piston Removal/Install



Shock assembly

1. Replace the stock piston with desired piston. Be careful not to lose the small washer located below the piston.
2. Position the new piston onto the shock shaft above the small washer. Grip the threads of the shaft with side cutters or needlenose pliers and tighten the nut with the 4-way wrench to secure the assembly.
3. Insert the shock shaft assembly through the shock body until the piston bottoms out.
4. Lubricate the shaft and x-ring with silicone oil.
5. Install the x-ring over the shaft and into the bore of the shock body. CAUTION: Never slide the threads on the shock rod past the x-ring seal when it is installed and compressed by the bottom cap of the shock. Doing so will damage the seal and cause shock oil to leak.
6. Install the lower cap using the suspension multi tool (B).
7. Grip the shaft close to the threads with needle nose pliers or side cutters and thread the rod end onto the shock shaft until the rod end bottoms out.
9. Fill the shock with new silicone shock oil up to the top of the shock body. Slowly move the piston up and down (always keeping it submerged in oil) to release the air bubbles. Let the shock sit for a few minutes to allow any remaining air bubbles to surface.
10. Slowly thread the upper cap with the installed shock bladder onto the shock body with the suspension multi tool (A). The excess oil will bleed out of the small hole in the shock cap. Tighten the shock cap until snug. Use the steel wrench (received with your vehicle) to hold onto shock body while tightening.
11. Reinstall the spring and lower retainer.

* Aluminum shock bodies can be substituted as an upgrade.