



## GTR Aluminum Shocks

Covers Part #5460, 5460X, 5462

**Note:** Factory assembled GTR shocks include installed pistons and various replacement pistons. The piston installed in the pre-assembled shock varies depending on the package selected and may not be the appropriate piston for the intended use.

| Piston  | Diameter | Color | Notes      | Included in Part#         | Piston  | Diameter | Color | Notes     | Included in Part#      |
|---|----------|-------|------------|---------------------------|---|----------|-------|-----------|------------------------|
|  | 1.4      | Grey  | Jato Front | 5561, 5562<br>5460, 5460X |  | 1.0      | Black | Revo Rear | 5460,<br>5460X<br>5462 |
|  | 1.3      | Grey  | Jato Rear  | 5561, 5562<br>5460, 5460X |  | .95      | Black | Optional  | 5460,<br>5460X<br>5462 |
|  | 1.1      | Black | Revo Front | 5460,<br>5460X<br>5462    |   |          |       |           |                        |

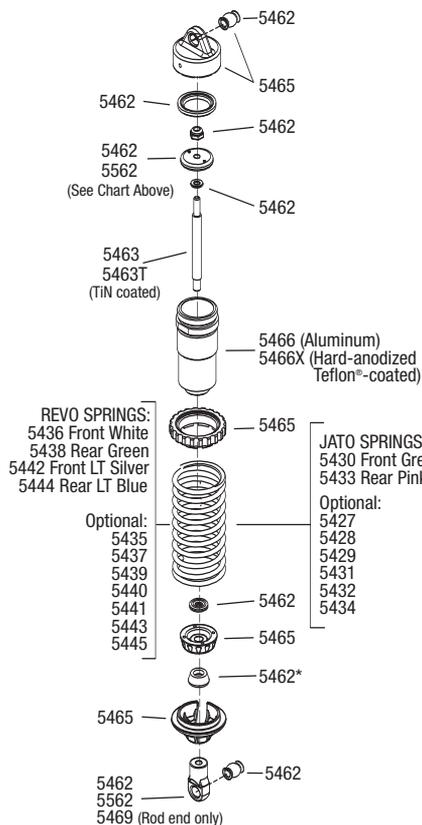
## GTR Shock Rebuild Instructions

### 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.



### Shock assembly

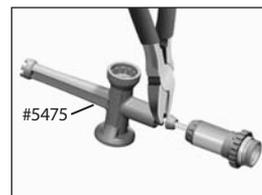
1. Replace the stock piston with desired optional piston. Be careful not to lose the small washer located below the piston.
2. Position the new piston onto the shock shaft above the small washer. Grip the threads of the shaft with side cutters or needlenose pliers and tighten the nut with the 4-way wrench 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. Slide the bump stop onto the shaft (if needed).
8. 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.

### Note on GTR Shock Rebuild Kits:

- For Revo, use GTR shock rebuild kit part# 5462.
- For all other models (Jato), use GTR shock rebuild kit part# 5562 (#5562 contains the pistons and rod ends for Jato or use on other lightweight vehicles).



A. Loosen Upper Cap



B. Remove Rod End



C. Loosen Lower Cap



Piston Removal/Install

\*Note: Bump stops (included in part #5462) are not used on Jato.