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#99084 HW-BHCS,
5-40 x .250
Button Head Screw

OEM Upper Shock
Mount Bushing
(LOS2855)

OEM Shock Mount
(LOS2859)

#14373 MIP 32mm Big
Bore Bypass1™ Shock Cap

OEM Washer (LOS2859)
(Move washer from front of shock
to rear of shock mount bushing as
shown)*

OEM Nut
(LOS2859)

#99085 HW-Washer,
.125 x .188 x .031 Nylon

#99086 HW-O-ring, 2mm x 31mm Buna

Insert O-ring
into top of
Shock Cap

Place O-ring on rim of shock body

MIP 32mm Big Bore Shock Body,

#14371 Rear Shock

#14372 Front Shock

#99087 HW-O-ring, .093" x 1.131" Buna

#14374 MIP 32mm Big Bore Spring
Adjustment Nut

Insert
O-ring into
Spring
Adjustment
Nut

OEM Nut/Screw
(Front: LOS2871)
(Rear: LOS2872)

#14382 MIP 32mm Big Bore
Bypass1™ Stop Washer

MIP 32mm Big Bore Bypass1™ Valve

#14383, .010" Brown Valve

#14384, .0075" Matte Valve

#14385, .005" Blue Valve

#14381 MIP 32mm Big
Bore Bypass1™ Piston

OEM Washer
(Front: LOS2871)
(Rear: LOS2872)

OEM Shaft
(Front: LOS2871)
(Rear: LOS2872)

OEM Rod-End
(LOS2855)

MIP 32mm Big Bore Shock Springs
#14377 Rear, Gray, 10.0 lb
#14378 Rear, Orange, 12.0 lb
#14379 Front, Gray, 7.5 lb
#14380 Front, Orange, 8.75 lb

#14375 MIP 32mm Big
Bore Spring Retainer

OEM Spring Cup
(LOS2855)

OEM Cartridge Cap internals
(Lube internals with shock oil)

OEM Rubber Boot
(LOS2856)

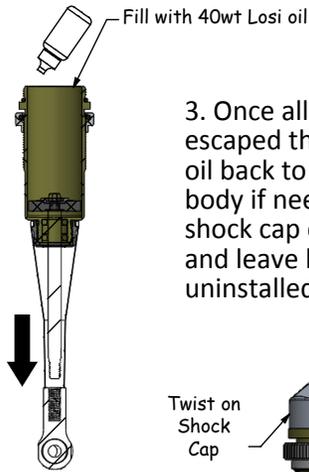
#14376 MIP 32mm Big Bore Cartridge Cap



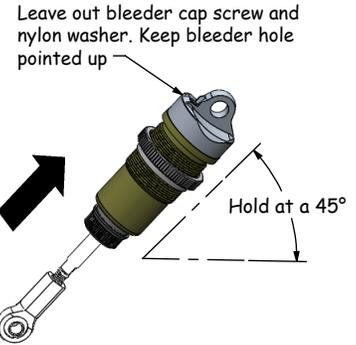
Tech Tip:
Applying a drop of shock
oil to O-ring and threads
of shock body will prevent
the O-ring from tearing.

1. Remove front & rear shocks from the vehicle and disassemble, keeping all OEM parts in the diagram to the left. Now reassemble via diagram using your New MIP 1/5th Scale, 32mm Big Bore Bypass1™ Shock Kit. Before reassembly lube cartridge cap internals with oil. Leave shock cap, spring cup, spring retainer, and shock spring off of assembly as pictured below.

2. Extend shock shaft fully and fill the shock to the top with 40wt Losi oil (Do not fill over brim). Push the shock piston up half way, then pull back down to release any air underneath the piston.



3. Once all air bubbles have escaped the shock oil, refill shock oil back to the top of the shock body if needed. Now fully screw shock cap on to the shock body and leave bleeder screw uninstalled.



4. With the shock shaft completely extended. Tilt the shock to a 45° angle with the bleeder hole pointing upwards. Slowly compress the shock shaft up into the shock body, this allows the air and excess oil to flow out. Compress until the shock end reaches the shock cartridge.

5. After the oil has bled out, install nylon washer and bleeder screw (do not over tighten).



6. Finish reassembling shock with spring cup, shock spring and spring retainer (The soft spring is recommend as a great place to start). Now mount and adjust (with car body off) spring adjustment nut until drive shafts become level.

