PLEASE READ ALL INSTRUCTIONS CAREFULLY BEFORE ASSEMBLY
组装前请务必仔细阅读说明书

Instruction Manual 使用说明书

Dual-Spring Magnetic Center Shock Kit
双弹簧磁控中避震器

No. R-DSMCSK
数 R-DSMCSK

Proudly designed in Canada and Masterfully made in China
加拿大精心设计、中国精心制作

For any RWD 1/28 chassis that uses a center top shock.
Compatible with Kyosho MR-03, PN Racing PNR, GL Racing GLR/GT, Atomic MRZ/PRO, Reflex Racing RX28, RTRC RTA*

适用于1/28 使用中避震的底盘，兼容KKyosho MR-03, PN Racing PNR, GL Racing GLR/GT, Atomic MRZ/PRO, Reflex Racing RX28, RTRC RTA*

Thank You!

This is the latest in suspension technology for the 1/28 scale.
Unlike conventional center shocks which require grease for dampening, this shock design uses magnetic forces to control dampening. This results in a cleaner shock and more consistent driving experience since it allows for a finer adjustment in dampening and removes the disadvantages of using grease. Grease gets compacted in the body and shaft resulting in dirt accumulation and inconsistent dampening action. Design features also include adjustable droop, rear suspension travel and the ability to change and remove the main spring without disassembling the shock.

感谢您选购我们的产品！

此产品基于最新1/28比例竞速车悬架技术研发而成
与以往中避震使用阻尼脂不同的是，我们这款中避震器通过磁力的大小不同来控制避震器的压缩阻尼。这就使得我们在更好的调节使用中得到持续一致的避震反馈的同时解决了阻尼脂带来的弊端。阻尼脂在避震桶中和避震芯的堆积使得尘污导致避震效果在使用中不能保持一致性。设计特点包含了可调悬挂行程，尾部悬架可调、以及无需拆卸避震器就可方便的更换主弹簧

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CAUTION 警告

Do periodic checks to make sure the magnet has not come loose in the damper adjustment housing. The magnet should never touch the shaft while in operation, otherwise the dampening action will be too strong.
Do NOT use any kind of grease on the shaft. If you want more dampening action, screw the damper adjustment housing closer towards the shaft.

请务必定期检查磁铁在调整螺母中是否松动脱落。磁铁在使用中务必不能触碰到避震芯轴，若碰触到会导致避震阻力异常增加

请一定不要使用任何脂类润滑膏。若您想获得更强的避震阻力，旋动调整螺母至更加靠近避震芯即可

Required Tools 必备工具

1.5mm Allen Key or Wrench
1.5mm 内六角扳手或扳手

2mm Allen Key or Wrench (SUPPLIED)
内附 2mm六角扳手

Optional Tools 选购工具

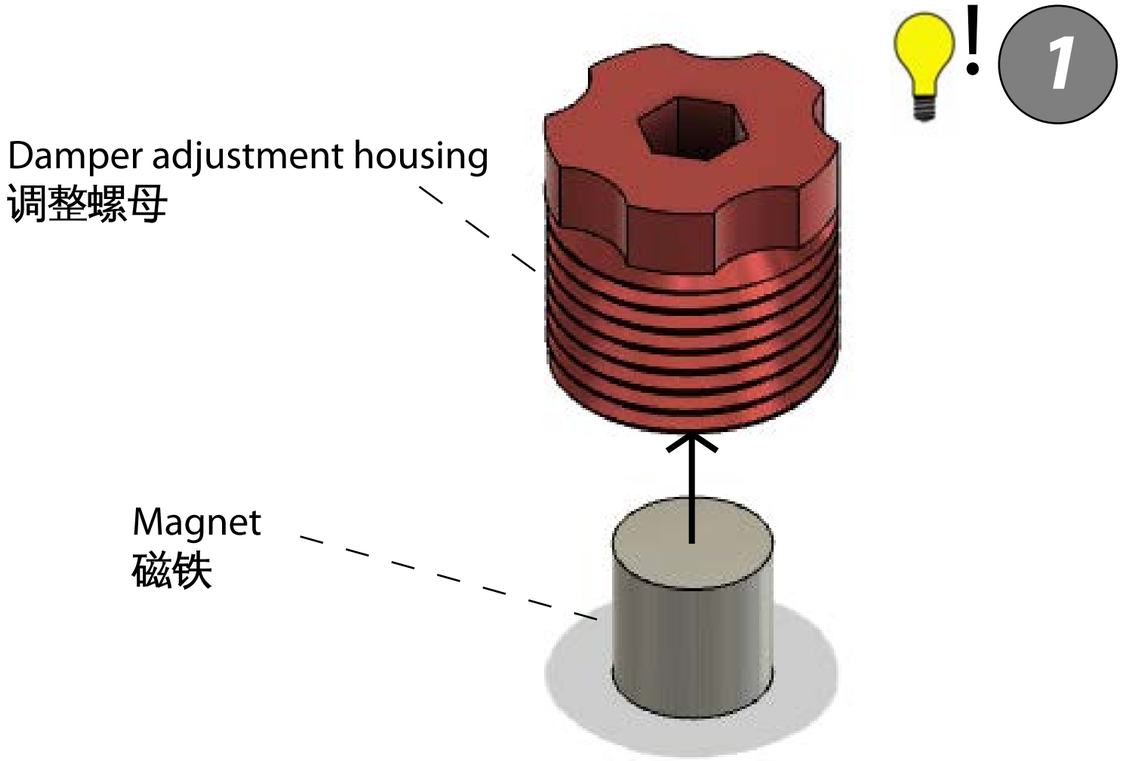
Contact Adhesive
胶水

1000/2000 Grit Sandpaper
1000/2000 号砂纸

1

Insert the magnet into the damper adjustment housing. The magnet must be press fit into the body and should sit flush with the open end.

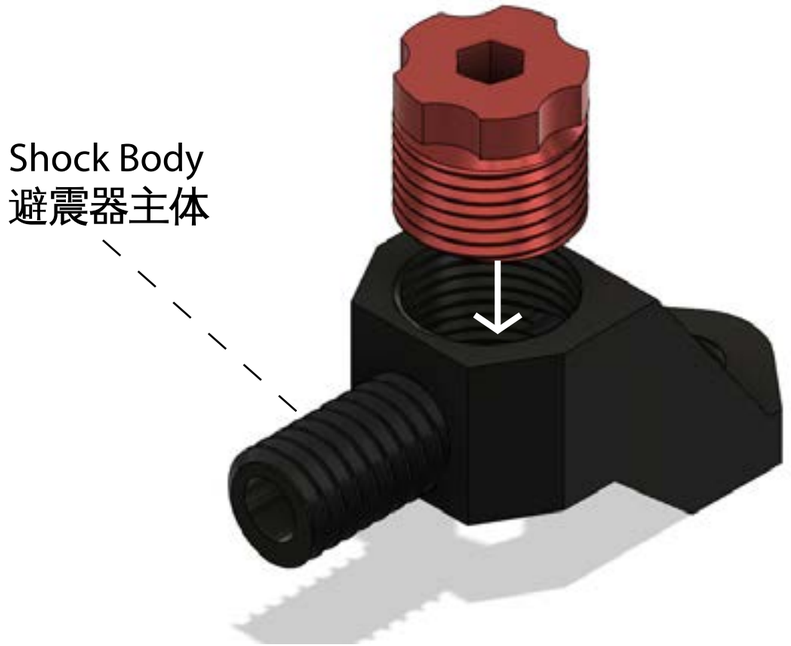
将磁铁推入调整螺母，至磁铁平面与螺母开口平面持平



2

Screw the adjustment housing into the shock body. Make sure the damper adjustment housing is not visible through the shaft hole. The magnet should never touch the shaft while in operation, otherwise the dampening action will be too strong. Magnetic strength is exponential, therefore the dampening action of the shock will increase exponentially the closer the magnet is to the shaft.

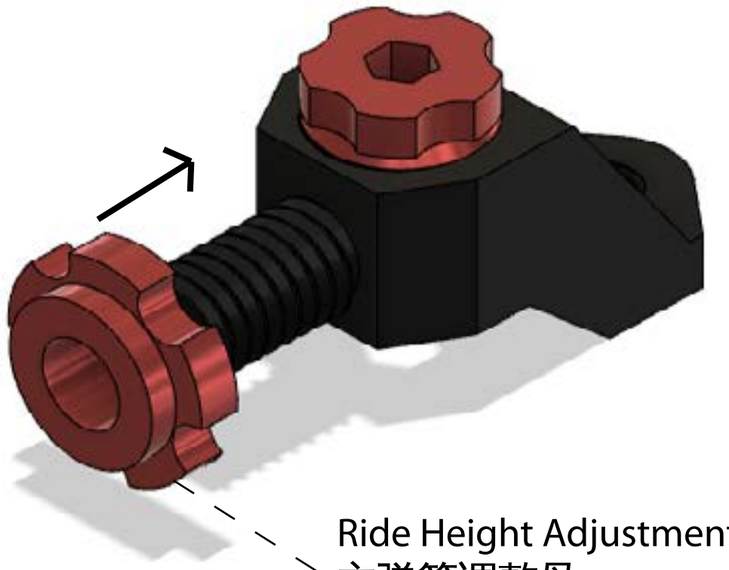
将调整磁铁拧入到避震主体中，确保从避震芯的圆孔中看不到调整螺母露出，磁铁在避震器工作时，一定不要触碰到避震芯，若触碰到会导致避震阻力急剧增加。



3

Screw the ride height adjustment nut onto the shock body.

将调整高度螺母拧到避震器主体上



Ride Height Adjustment Nut
主弹簧调整母

4

Screw the ball socket onto the shock shaft.

将球头胶拧到避震芯上

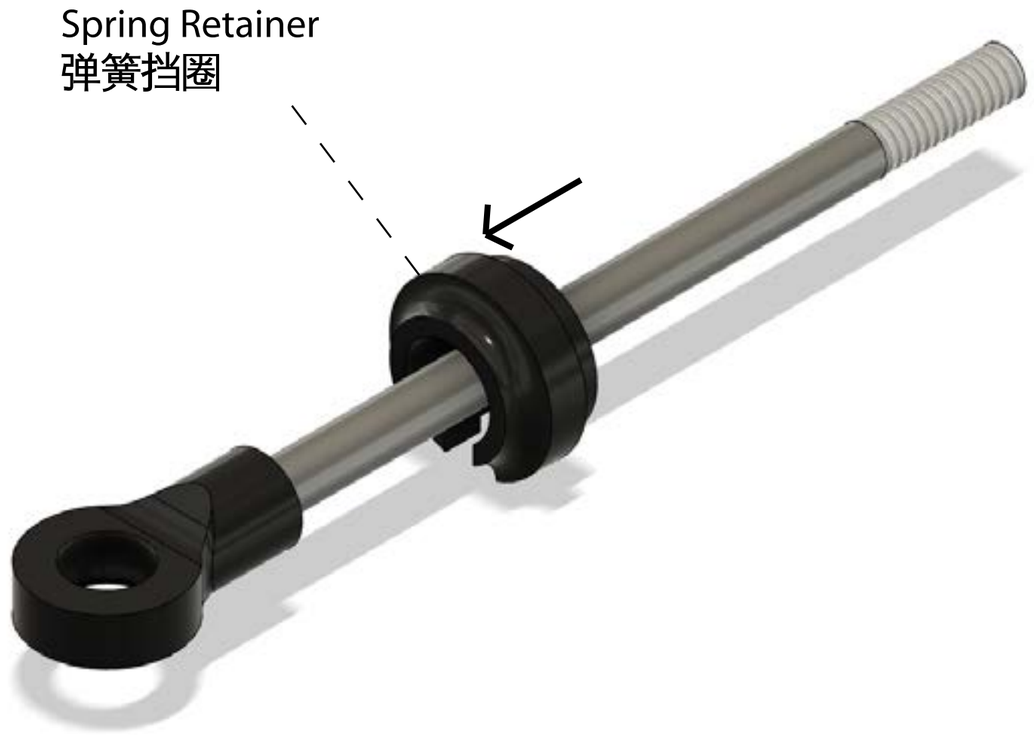
RTRC RTA may require the ball socket to be cut shorter

5

Insert the spring retainer onto the ball socket and shaft. Make sure it is oriented correctly.

将弹簧挡圈套入到避震球头胶和避震芯上，

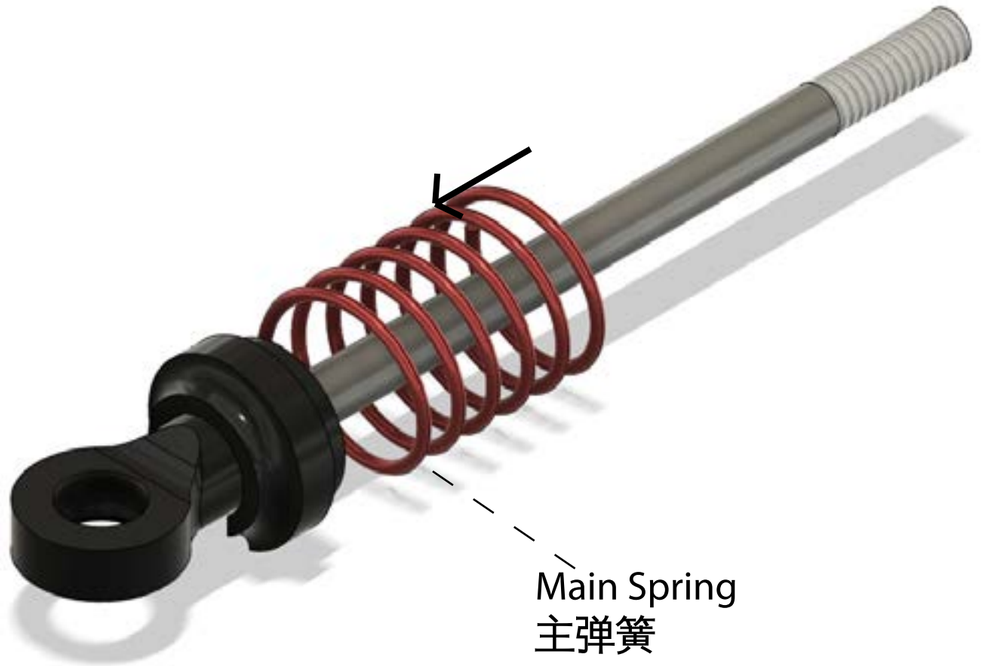
注意挡圈安装方向。



6

Insert the desired main spring onto the shaft.

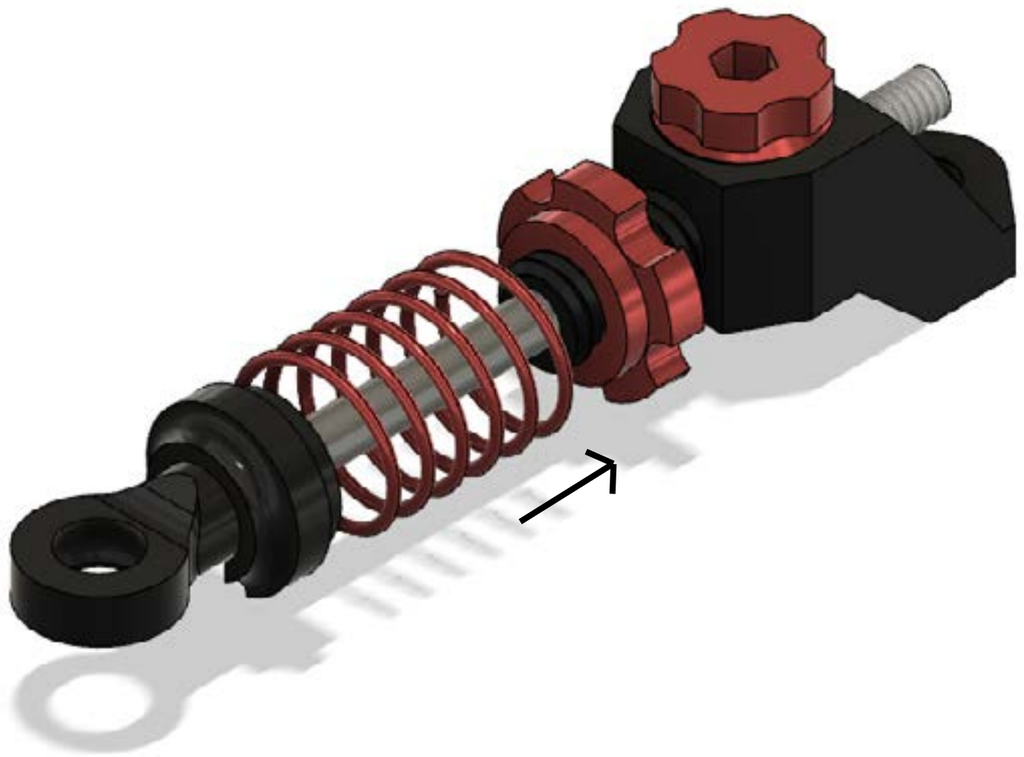
将主弹簧套在避震芯上



7

Insert the shaft assembly into the shock body.

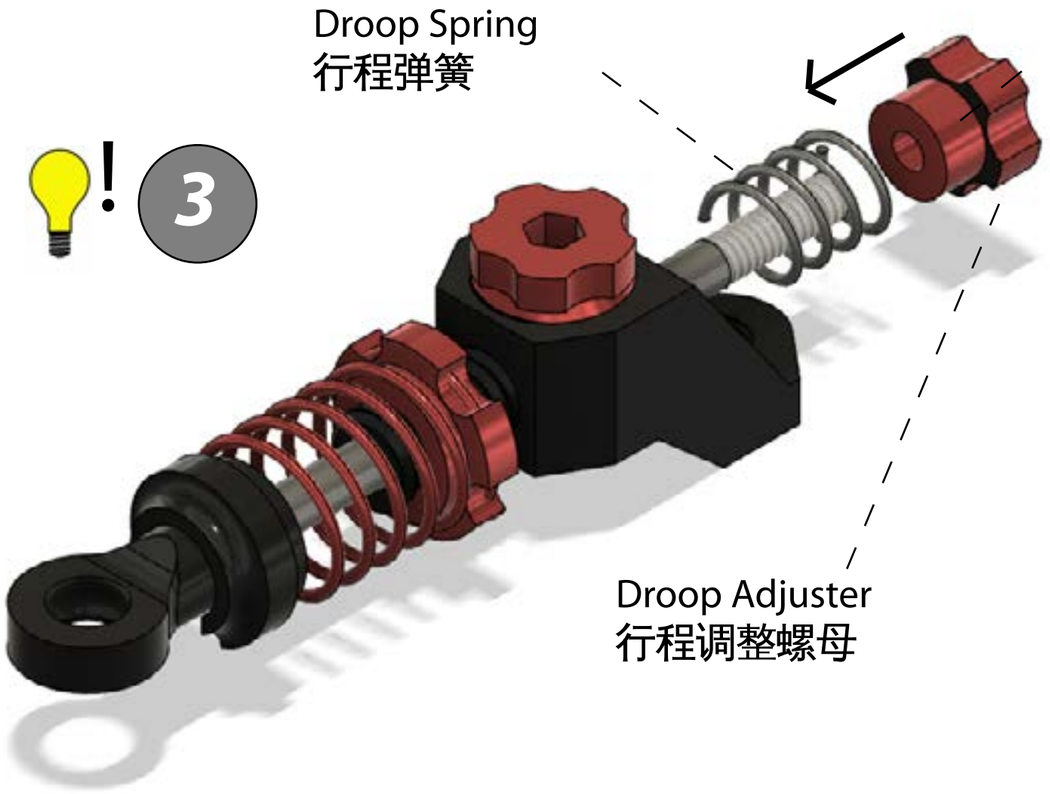
将上面组合好的避震芯穿入到避震主体中。



8

Insert the droop spring unto the back of the shaft and secure it using the droop adjuster.

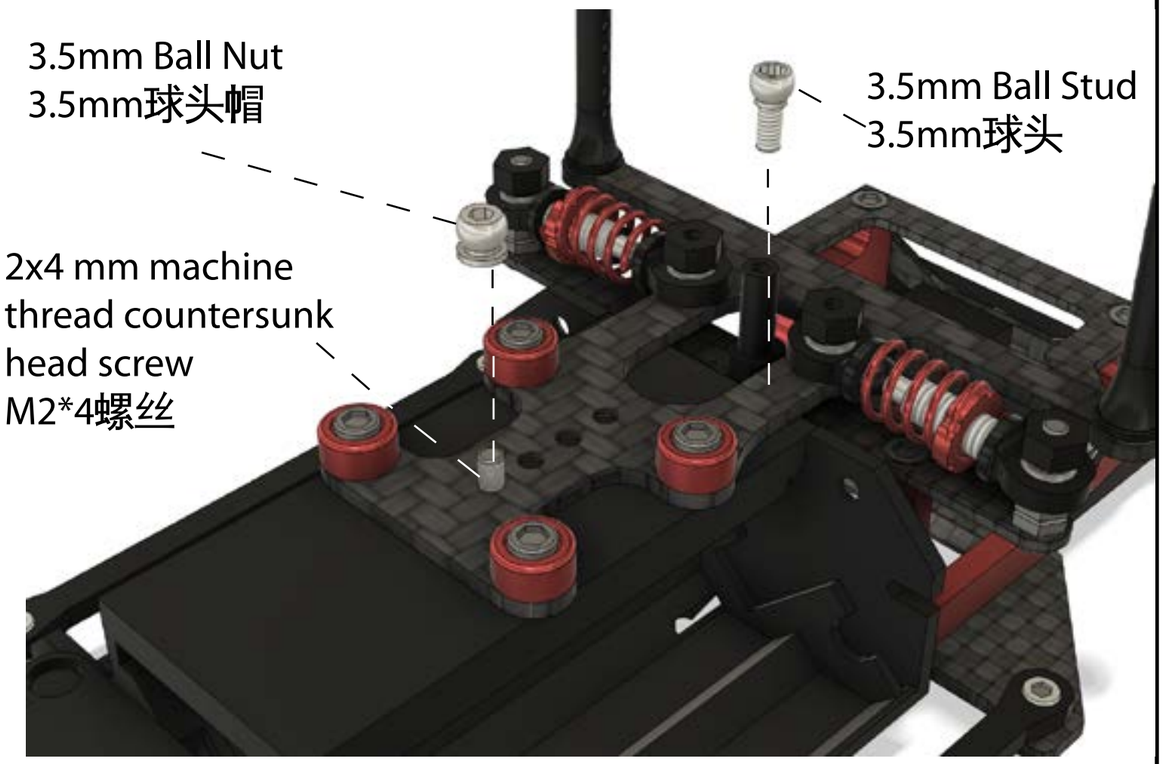
将行程弹簧套入避震芯上，并拧上行程调整螺母。



9

Use the supplied 3.5mm ball nut, 2x4 mm machine thread countersunk head screw and 3.5mm ball stud to attach to your chassis.

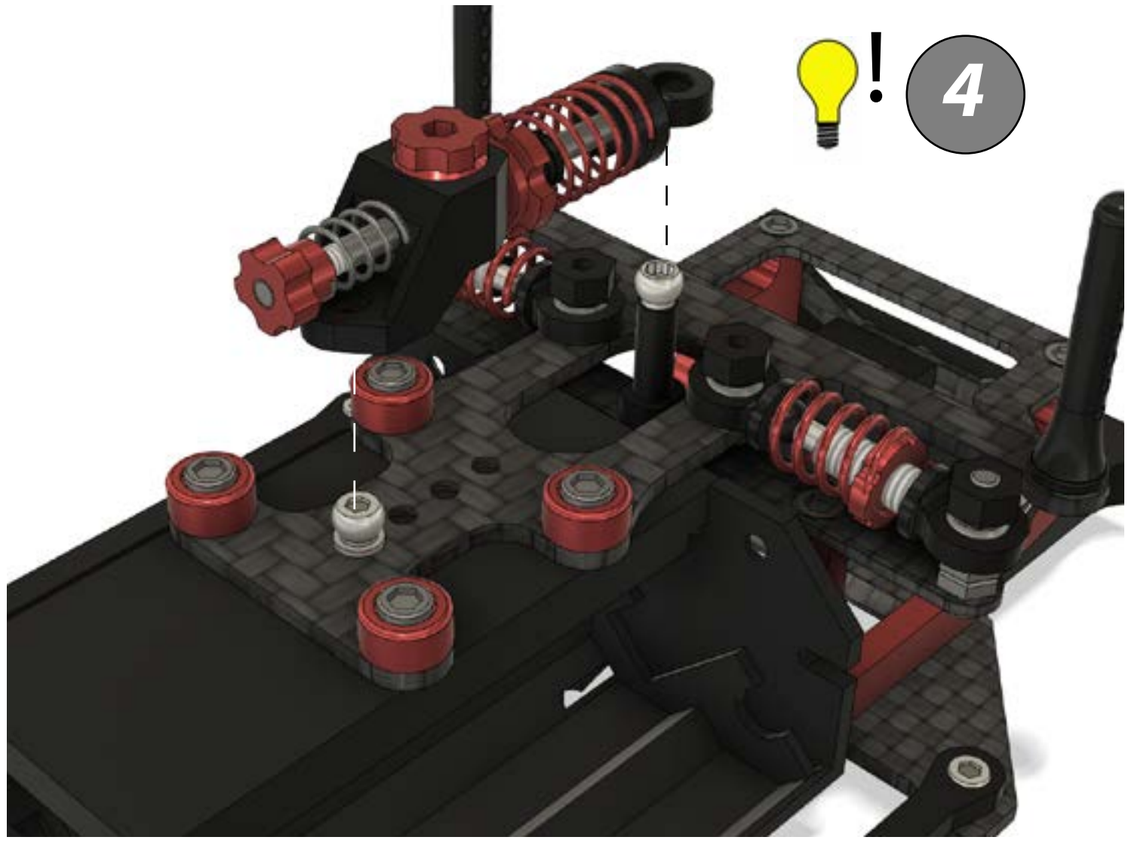
将3.5mm球头帽，球头及M2*4螺丝安装到车架上



10

Push the center shock assembly unto the 3.5mm balls.

将避震主体安装到3.5mm球头上



Shock Set-up

The centre shock's main function is to absorb bumps and keep the rear tires in contact with the ground. The better the rear tires are in contact with the ground, the more consistent the car will be to drive since it will have more rear grip. You will need to pair the amount of damping with the stiffness of your main spring. A soft main spring requires less damping than a harder main spring. The softer the main spring you use, the further away the magnet will need to be from the shaft in order for bumps to be absorbed and vice-versa.

The amount of droop used also plays an important role in the shocks ability to absorb bumps. Too much droop and the rear of the car will move up and down too much. This will load and unload the rear tires making the car unpredictable to drive. Having no droop will not allow the rear of the car to absorb bumps. The rear of the car can be seen to hop or bounce. Using the stock droop spring should be sufficient in most cases. Too soft of a droop spring will result in too much rear end travel causing the rear tires to load and unload like in the case of too much droop. Too hard of a droop spring will result in lack of compression resulting an abrupt stock to suspension travel, causing an unpredicable car.

For most 1/28th scale cars, having 1 to 2mm of rear droop is optimal. You can also use the rear to tune the cars handling. For example, if you need more front-end grip into a turn, you can simply add more droop to the rear shock or vice-versa. A softer main spring can be used to add more on-power grip, whereas a harder main spring can be used to remove grip (car is more loose) on-power.

Different types of engines will also benefit from different spring stiffnesses. In mod classes, engines have a lot of power. The torque of the engine under acceleration can cause the rear to squat excessively if the main spring is too soft. Usually the more powerful the engine, the harder the main spring will need to be.

中避震的主要作用是吸收反弹力量，保持尾部轮胎与地面时刻抓牢，后轮与地面接触面积越大，车辆行使过程中的抓地力越稳定。你需要配合主弹簧来调节避震阻尼。用软的主弹簧需要小的阻尼，而硬的主弹簧则需要更大的阻尼配合。如果用软的主弹簧，磁力调整螺母就要适当调节远离避震芯，反之亦然。

避震芯行程量在避震器中也起到很大作用。太多的行程量会导致车尾上下浮动的过多，车尾不可控增加。若移动行程为零，则尾部无法吸收弹力，车尾部就会跳动。用行程弹簧适用于大部分场合，太软的行程弹簧导致车尾太多的移动，就如行程量过大一样的效果。太硬的行程弹簧会导致弹簧的压缩行程太少，车辆就会变得行程突然卡滞，车辆不可控。

对于大部分1/28th比例的车来说，留有1-2mm的尾部行程是最合适的。你也可以用车尾来调节整车的抓地力。比如：如果你入弯需要更多的车头抓地力，你可很简单的通过增加更多的车尾行程来达到效果，反之亦然。更软的主弹簧可以用来获得更多的给油抓地力，反之更硬的弹簧会失去给油抓地力

不同的动力会从不同的弹簧刚度中获得效果，在Mod组别，动力更大，如果主弹簧太软的话，尾部受到的加速力就会过大，通常情况下，越大的动力，应该使用越硬的主弹簧。

Tips 用牙签在轴承座上涂抹少量珠差脂。您需要不时清洁并重新涂抹润滑脂

No.	Tip	Step
1	Add a small drop of contact adhesive (CA) glue to the magnet if it comes out easily. If you ever need to remove the magnet from the damper adjustment housing, use the end of a something like a hex driver and press through the hole downwards. The magnet should release from the housing. 可以在磁铁上加一些胶水放入调整螺母中，如果需要移除磁铁，可以从尾部用螺丝刀从孔中捅出磁铁。	1
2	We have done the best to make the shaft as smooth as possible, however if the shaft feels gritty going in and out of the shock body, sand the shaft with 1000 and then 2000 grit sandpaper. Using a rotary tool (e.g. Dremel) to spin the shaft makes the process easier. 虽然我们已经尽力将轴做到平滑，但是，如果您觉得轴在避震主体的往复运动中还不够平顺的话，我们建议您分别依次用1000#及2000#砂纸打磨，打磨工具最好采用小型打磨机（例如：Dremel）夹住轴旋转，这样会更快捷一些。	4
3	The shock works best with a hard droop spring and with minimal rear droop set on your motor pod (1-2mm of travel of the motor pod). 避震器使用硬的行程调整弹簧和最小的马达座尾部行程（1-2mm）效果最佳	8
4	Like the same for other shocks on the market, e.g. Kyosho oil shock, for some hard bodies, you may have to trim the body to accommodate the shock so it can move freely without hitting anything. 像市场上其他避震一样，比如京商避震，当用于一些硬车壳时候，需要玩家打磨修整车壳来适应避震的安装，以达到避震器活动自如的状态	10

Spare Parts List 零部件清单

Part No.	Description	Qty
R-DSMCSK-BSS	Ball Socket Set (2- 3.5mm Ball Socket 3.5mm球头胶 2- 3mm Ball Socket 3mm球头胶 2- 2.5mm Ball Socket 2.5mm球头胶))	1
R-DSMCSK-BN	3.5mm Ball Nut (4 pcs) 3.5mm球头	1
R-DSMCSK-BSD	3.5mm Ball Stud (4 pcs) 3.5mm球头	1

Part No.	Description	Qty
R-DSMCSK-SK	Spring Kit 弹簧组 （3- Main Springs 3个主弹簧： Hard- Yellow 硬-黄色 Medium- Green 中硬-绿色 Soft- Red 软-红色 1- droop spring 个行程弹簧）	1

Specifications subject to change without notice
规格如有变更，恕不另行通知

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