OSO
OFF STREET ONLY

SHOCK HAND DYNO

2020-
PRODUCT GUIDE

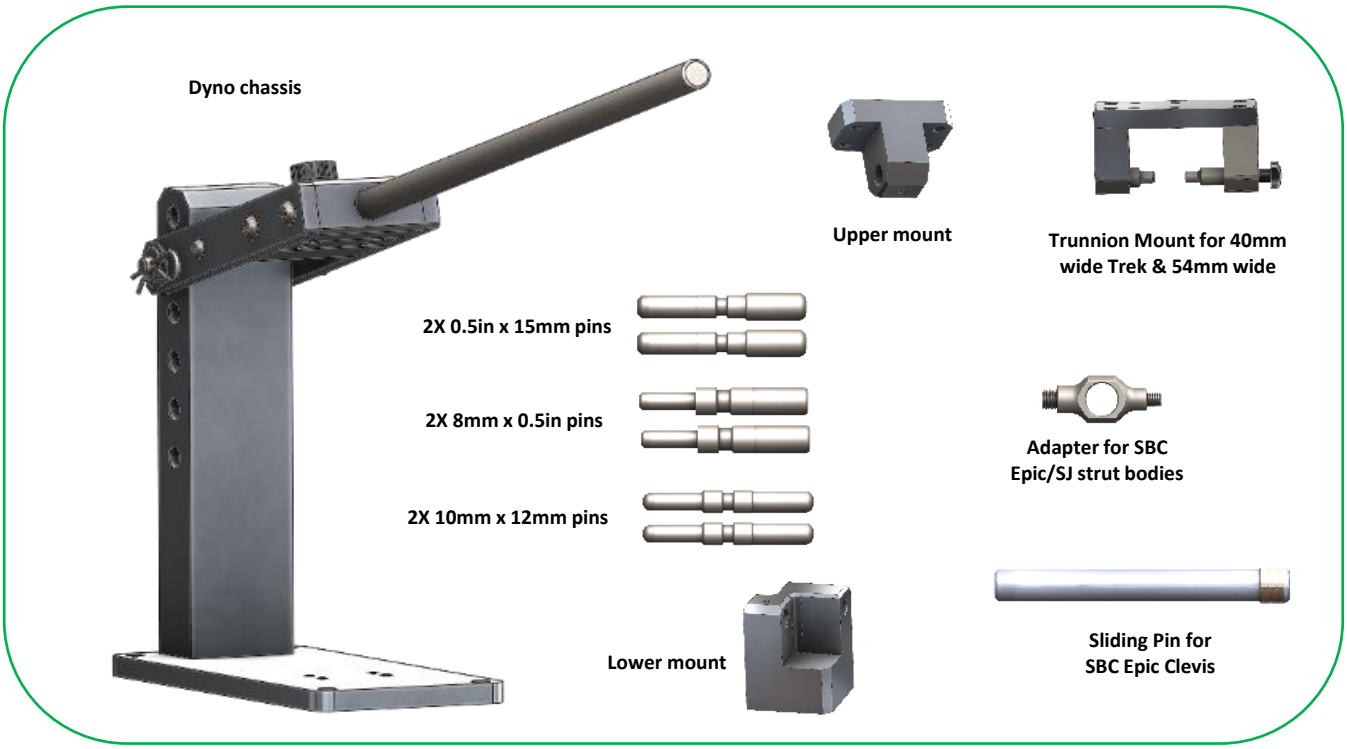
CONGRATULATIONS!

You have purchased one of the most important tools of Suspension Engineers, Technicians, and Tuners! Whether diagnosing a build/re-build for internal issues or just doing a quick check for full travel and that adjustments are working correctly, a Shock Hand Dyno is the most efficient and cost-effective way to test your product short of riding on trails or buying a super-expensive, high-end damper test machine used by suspension companies for R&D and production.

The Shock Hand Dyno is made from aluminum and steel in locations where it counts, and key parts are precision-machined to ensure the action is smooth and tight so you can focus on the product performance--or in some cases lack of performance--as you cycle the shock through its stroke and test damper adjustment ranges.

The Shock Hand Dyno chassis accomdates multiple mounting systems and is sold with an Upper Dual Pin Mount, Metric/Trek Trunnion Mount, and a Lower Dual Pin and SBC Slider Pin Mount . There are 5 different pin sizes for eyelet bores with and without bushings and hardware, as well as an adapter for SBC Strut bodies and Sliding Pin for newer SBC Epic Clevis.

Shock Hand Dyno 2020 Complete



ATTENTION

Before using the Shock Hand Dyno, you MUST securely fasten it to a sturdy bench or table by utilizing the 4x holes on the base plate OR by carefully securing the base plate via a C-clamp just in front of the tower.

Carefully test the dyno with a high blow off shock or shock with coil or charged air spring with slow compression strokes to ensure the dyno does not lift OR the bench/table does not lift or move.

ALWAYS check integrity of the fasterners and parts on the dyno before and during use. Due to the nature of the product and the leverage applied on the charged dampers and springs, always take care when using the dyno.

WARNING

DO NOT hang on the bar with a shock installed!

DO NOT test full stroke of shocks with fully charged air spring or coil spring!

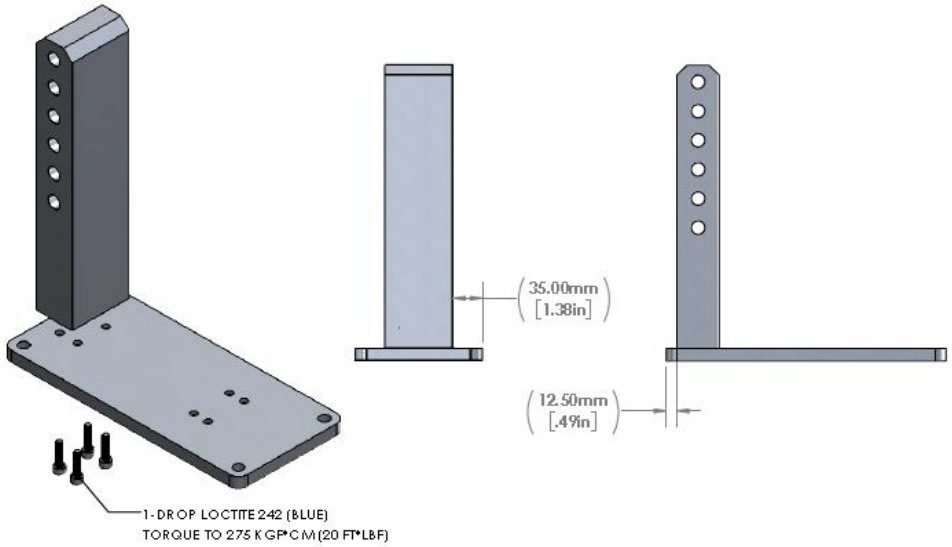
ALWAYS check for interference between shock bodies and eyelets against dyno housings. There are many companies and products to accomodate for. Due to a long history of products, too many to accomodate without a shock in hand. Please check with us, but in most cases it is OK to remove some material from the alumincum pin housings for extra clearance!

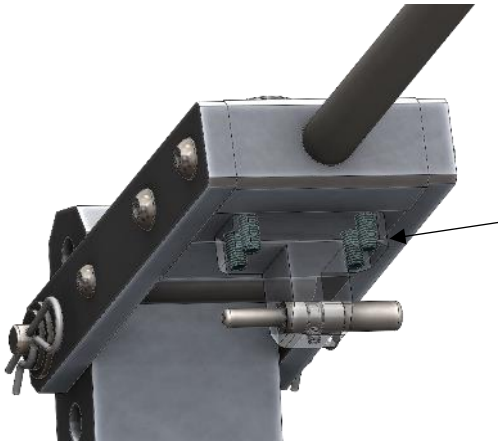
TAKE EXTRA CARE when using two hands to compress or extend shock. If you need to use two hands, you may be reaching high enough loads to move your bench or yield a suspect damper.

WEAR EYE PROTECTION WHEN USING SHOCK HAND DYNO

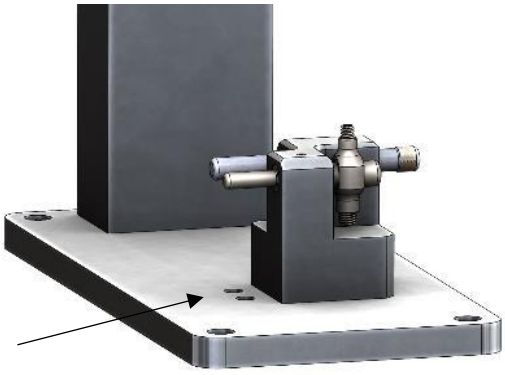
SAFETY GLASSES

TORQUE, LOCTITE, AND POSITION REFERENCE

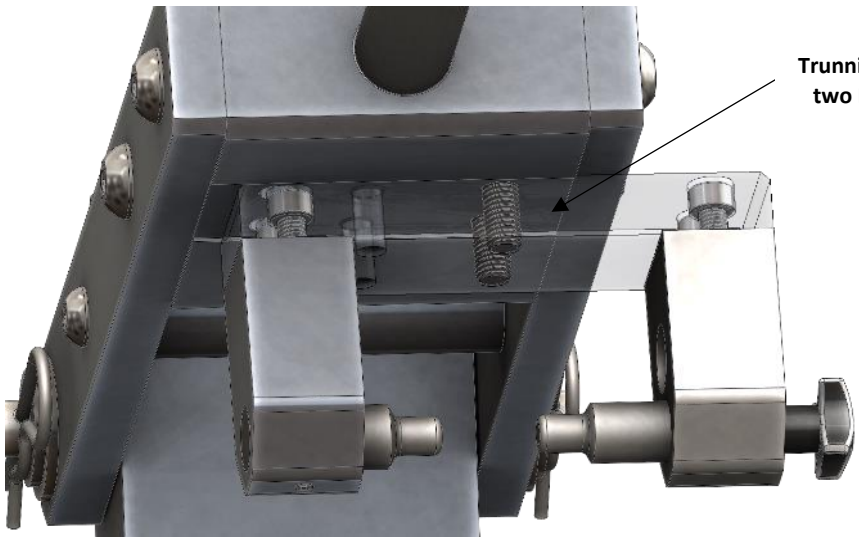


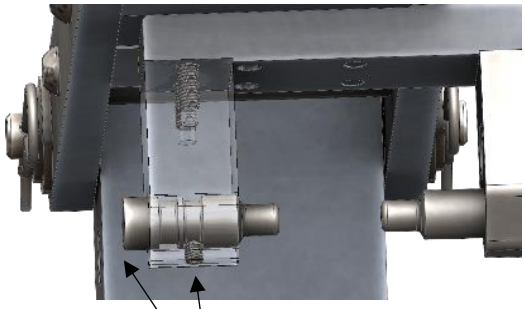


Upper pin mount uses all four M8 bolts

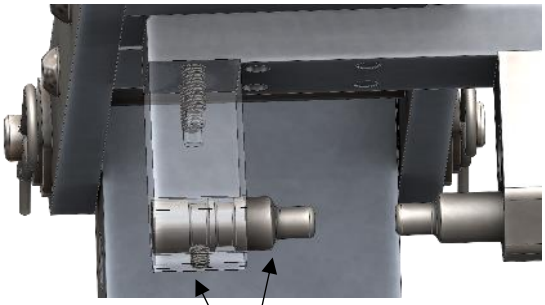


Position lower pin mount as shown





Pin position for 54mm
wide metric eyelet

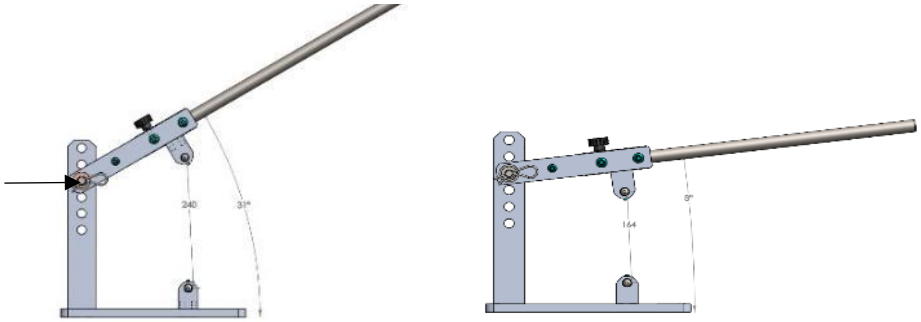


Pin position for 40mm
wide Trek eyelet

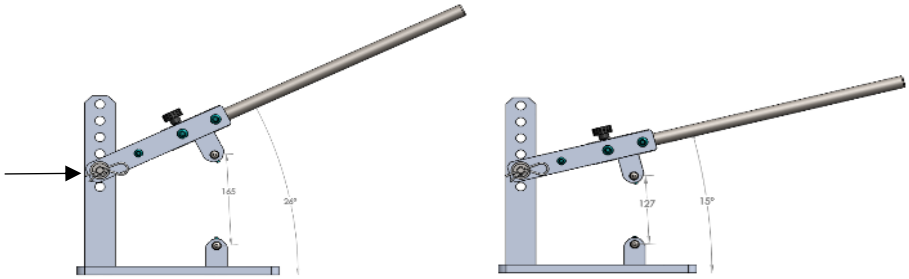
There are six pivot holes spaced 35mm apart to easily adjust for the i2i of the shock you are using. We recommend to set the height up such that the lever is 25°-40° from the base, closer to 25° for the shorter travel shocks (<45mm) and closer to 40° for longer travel shocks (>76mm). The intent is to have the dyno handle fall to 7°-15° above horizontal with the base when testing full stroke, at 'bottom out'.

Below are two references for two common sizes:

240mm X 76mm (9.5in X 3.0in) Shock @ 4th hole tower position. Handle swings from 31°-8°.



165mm X 38mm (6.5in X 1.5in) Shock @ 2nd hole tower position. Handle swings from 26°-15°.



DESIGNED TO CHARGE