



112v31C-320 Center Damper

(112v31C-320)

Build Guide

(25.05.26.01)

WARNING! DO NOT leave this kit, assembled or unassembled, in a hot motor vehicle or any other high temperature environment. This kit is 3D printed and high temperatures will harm or destroy the components.

CONTENTS:

PARTS

- ☐ 112v31C-321 Barrel
- ☐ 112v31C-322 Plunger
- ☐ 112v31C-323-A2 Sight

HARDWARE

M3 Button Head Screws (BH)

- ☐ M3x6 BH (2)
- ☐ M3x8 BH (1)
- ☐ M3x10 BH (2)
- ☐ M3x25 BH (1)

M3 Washers, Nuts & Other

- ☐ M3x5.5 TB (2)
- ☐ M3x30 SP
- ☐ M3x40 SP
- ☐ 3 x 5 x 4 SB
- ☐ 1.5mm Zero-Ring (6)

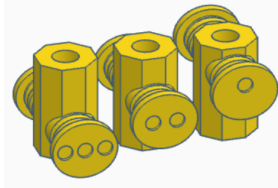
HARDWARE KEY

TB = Threaded Ball
BH = Button Head Screw
SP = Steel Pin
SB = Sleeve Bearing

OPTIONS & MORE

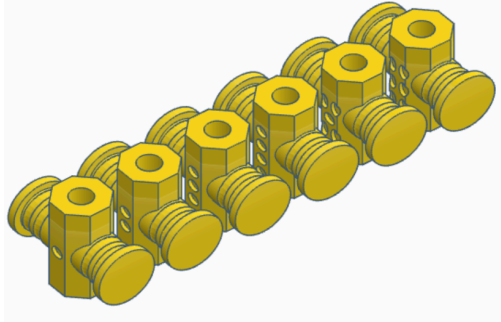
- **112v31C-323-A123 Adjustable Sight Set**

- 112v31C-A1
- 112v31C-A2
- 112v31C-A3



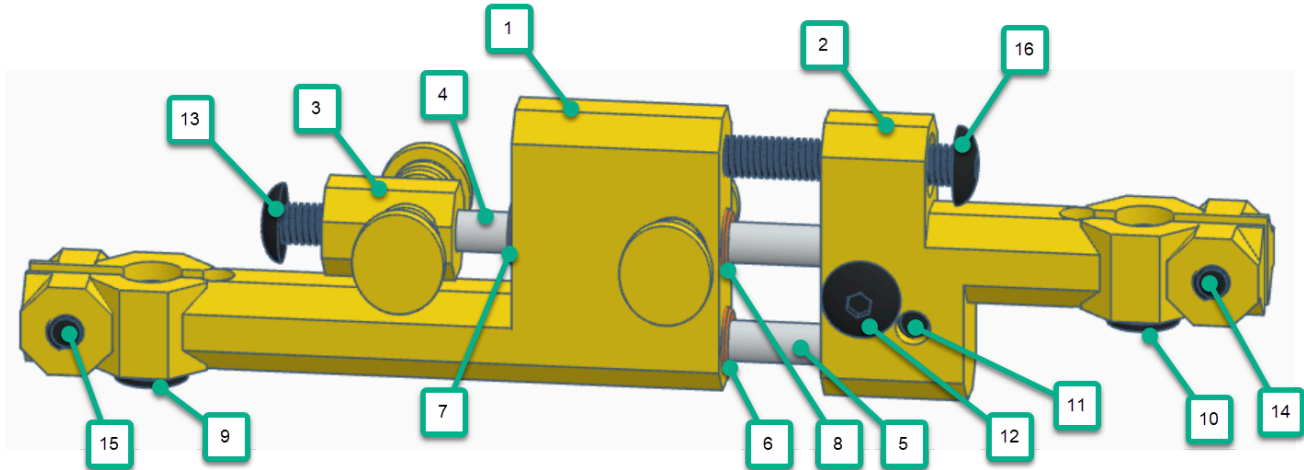
- **112v31C-323-0123456 Optional Sight Set**

- 112v31C-323-1 (fixed tension - least amount of sag)
- 112v31C-323-2 (fixed tension - 0.2mm less tension, more sag)
- 112v31C-323-3 (fixed tension - 0.4mm less tension, more sag)
- 112v31C-323-4 (fixed tension - 0.5mm less tension, more sag)
- 112v31C-323-5 (fixed tension - 0.6mm less tension, more sag)
- 112v31C-323-6 (fixed tension - 0.8mm less tension, more sag)



Assembly Instructions & Images

112v31C-320 Assembled Call Out



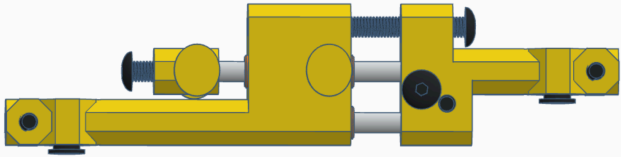
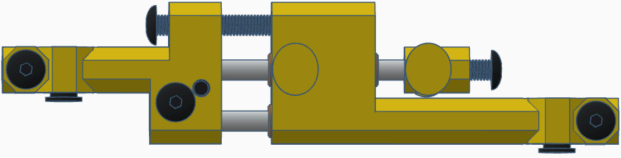
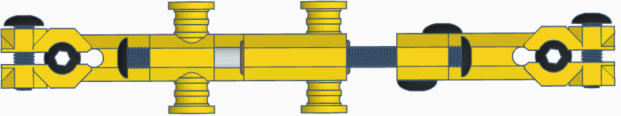
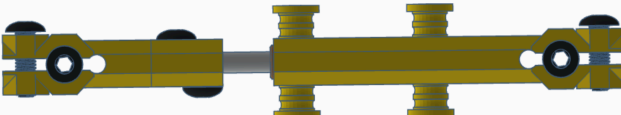
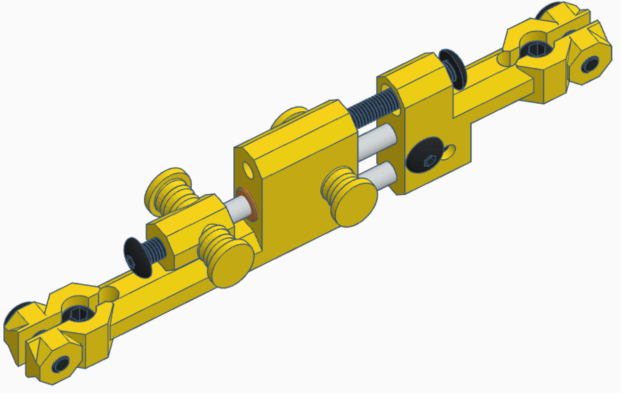
1	112v31C-321 Barrel
2	112v31C-322 Plunger
3	112v31C-323 Sight
4	M3x40 SP
5	M3x30 SP
6	3x5x4 SB (Sleeve Bearing)
7	3x5x4 SB (Sleeve Bearing)
8	3x5x4 SB (Sleeve Bearing)
9	M3x5.5mm TB (Threaded Ball)
10	M3x5.5mm TB (Threaded Ball)
11	M3x6 BH
12	M3x6 BH
13	M3x8 BH
14	M3x10 BH
15	M3x10 BH
16	M3x25 BH
17 (not shown)	1.5mm Zer0-Ring (qty = 6)

ASSEMBLY STEPS:

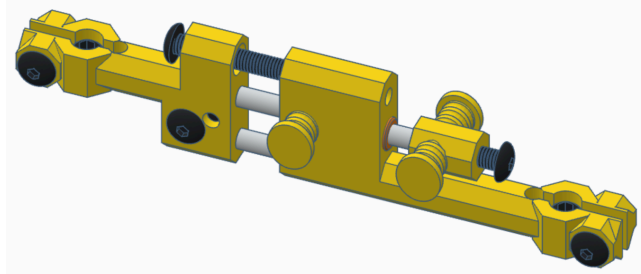
- 1) Press the TB (#9) into end of Barrel (#1) as shown.
- 2) Screw BH (#15) into Barrel (#1) as shown.
- 3) Press the TB (#10) into Plunger (#2) as shown.
- 4) Screw BH (#14) into Plunger (#2) as shown.
- 5) Screw BH (#13) all the way into Sight (#3).
- 6) Unscrew BH (#13) from Sight so that 4mm of thread is exposed.
- 7) Push M3x30 SP (#5) into Plunger (#2) as shown.
 - a) Approximately 16 to 17 mm of the shaft will be exposed.
- 8) CAREFULLY... Push M3x40 SP (#4) into Plunger (#2) as shown.
 - a) Be careful to NOT break the Threaded Ball end of the Plunger.
 - b) Approximately 33mm of the shaft will be exposed.
- 9) Screw BH (#12) into Plunger (#2) as shown. - just snug.
 - a) It is very important that the screw is inserted into the LEFT side.
- 10) Screw BH (#11) into Plunger (#2) as shown and tighten but do not strip.
 - a) It is very important that the screw is inserted into the RIGHT side.
- 11) Tighten BH (#12) from step 9 but do NOT strip.
- 12) Insert SB (#6) into Barrel (#1) as shown.
 - a) VERY CAREFUL, do not break the Threaded Ball end of the Barrel.
 - b) SB must go in to be FLUSH.
- 13) Partially insert SB (#7) into Barrel (#1) as shown.
- 14) Partially insert SB (#8) into Barrel (#1) as shown.
- 15) Using a Channel-lock type pliers, squeeze the SBs #7 and #8 into the Barrel (#1) so each is flush with the Barrel.
- 16) Test fit the Plunger assembly into the Barrel assembly.
 - a) These should slide easily without any tension or friction.
 - b) If friction is felt, carefully adjust the two SPs (#4 & #5) by squeezing them together or separating them a bit as needed.
 - c) DO NOT over-do the squeezing or separating.
- 17) Add 15k Kyosho Bearing Grease (or similar or your choice) into the Barrel (#1) at the SB (#6) opening.
 - a) This is used as "dampening". Be sure to get some grease deep inside of the opening.
- 18) Add 15k Kyosho Bearing Grease (or similar or your choice) into the Barrel (#1) at the SB (#7 and #8) opening.
 - a) This is used as "dampening". Be sure to get some grease deep inside between the two SBs.
- 19) Insert the assembled Plunger into the assembled Barrel as shown.
- 20) Wipe excess grease from the end of the SP (#4).
- 21) Press the assembled Sight (#3) on to the end of the SP (#4).
 - a) This should go on fairly easily, and come off fairly easily)
- 22) Screw BH (#16) thru Plunger (#2) into Barrel (#1) as shown.
 - a) Leave a gap of approximately 8mm.

- 23) Add two 1.5mm Zer0-Rings (#17 and not shown) to each side of the Damper Spindles.
 a) Using 4 Zer0-Rings total.
- 24) And there you have it, a well assembled, Team QIK Racing original, Optional Center Damper for your 112-GT12 Kit.
- 25) Have fun racing and go kick some carpet GT12 rear-end!

IMAGES:

Left Side	
Right Side	
Top	
Bottom	
Top Left Front View	

Top Right Front View



Optional Sight Set

