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## Rear Shock Absorber Bush Top Mounting Fitting Guide



### Shock washers

If you have these bush cups fitted to your rear axle remove them. (There are four per axle, upper and lower) They are easily removed by weakening the spot welds using a drill bit then knock them off using a hammer and chisel. Removing these bush cups enables you to use our shock isolation bush washers which are supplied with our shocks. If you do not remove these bush cups it reduces the life of the new bushes, limits the movement of the shock during articulation and can cause the pin of the shock to brake off.

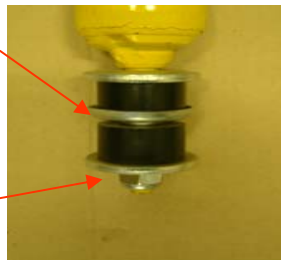


Please note: If your shocks have come with two isolation washers then you can use them both.



New shock isolation bush washer fitted, only ONE on each end required.

Do not over tighten the bushes as it limits the movement of the shock during articulation. Tighten the nut until it starts to compress the bush slightly then stop, however make sure the thread has come through the nyloc of the nut to ensure it does not come loose.



The eye on the rear shocks are prone to braking off due to suspension lifts & longer travel shock absorbers, the longer travel shocks require more movement in the bush, this is what i recommend you do to help the problem.

- 1 Make sure the 2 outer washers are fitted the correct way around as they allow the shock to move in a sideways direction.  
See washer's 1
- 2 By fitting a M12 spring washer between the bush and the outer washer it helps by stopping the bush being over compressed, this will allow more movement, you can always remove the spring washer if the bush wears.  
See washer 2

We supply 2 washers so one can be removed if required.

