

# Do your own shocks

If your car needs new shocks, you may be able to install them yourself.

The front units may take a bit longer than the rear ones, because of possible clearance problems and the necessity of working under the front fender.

If you have MacPherson strut type suspension, have the installation done by professional shock absorber installers.

To install new shocks, you will need sockets, wrenches, pliers, screwdrivers, vise grips and a can of penetrating oil. Penetrating oil may be needed for the upper and lower mounting nuts and bolts.

All you need is a little patience. Be sure to read carefully the instruction sheets enclosed with your new shocks.

If any jacking of the vehicle is to be done, read and follow instructions in the manual supplied by the vehicle manufacturer.

Do not "hang" the rear wheels on cars with coil springs. On these cars, the shock absorber limits the movement of the axle assembly. The axle must be supported to prevent putting strain on the brake line and keep the spring in its proper position.

Note the positions of the old shock absorbers and locations of all mounting parts. You might want to make a rough sketch.

Don't twist the ends of mounting pins or studs. Apply penetrating oil to threads, especially if the nuts are rusted.

Make sure that all new mounting parts needed are on hand. Do not use the old nuts on the new shocks you are installing if new parts are supplied.

Hold each new shock in a vertical position and pump it up and down several times to "prime" it and work any air out of the operating chambers.

To remove the front shocks, locate the shock absorbers. They are under the hood, near the wheel well. If they are MacPherson strut shocks, don't try to replace them yourself.

Hold upper stem of shock so it does not turn, then remove the upper stem retaining nut, retainer and rubber cushion. Note On units without dirt shields, the stem end has been machined to allow you to hold the stem when removing the nut.

With the vehicle raised, remove the two bolts that hold the lower shock absorber pivot to the lower control arm, and pull the shock absorber out from the bottom. (On some vehicles, shocks are removed from the top.)

To remove rear shocks, locate them. They are near the rear axle and springs.

Raise the vehicle and support the rear axle. Disconnect the upper mounting bracket holes, then the lower mountings. Note: When installing the new rear shocks, connect the upper mountings first.

When installing front shocks, place inner retainer and power rubber cushion on stem and insert shock up through lower control arm into hole in lower control arm. Place upper cushion on the wheel end, not on shock absorber upper stem. Install lower mounting bolts to control arm.

In some cases, when installing extra-heavy-duty shock absorbers or front stabilizing units, it may be necessary to slightly tilt the lower control arm to insert the unit. This can be done by reaming the hole or by filing or grinding it. Enlarge

hole just enough to allow unit to pass through. Do make sure all nuts and bolts are securely tightened.

Do not over-tighten stem mountings. The rubber cushions should not bulge outside of the washers.

Do not remove mountings parts that are severely rusted or otherwise damaged. If new parts are needed that are not supplied, they must be of equal size, grade, thread pitch and strength.



Do not grip the polished piston rod with any tool. A small nick or scratch can cut the seal during operation and cause rapid failure.

Do not damage the shock or its mountings.

When installing extra-heavy-duty rear shocks or rear stabilizing units, make sure that hydraulic brake lines, fuel lines and tail pipes are clear of the unit. All clearances must be checked with the car body both up and down (with wheels hanging and the body pushed down). When necessary, move lines and tail pipe to insure clearance.

Check your installation when you think you are done. If locators are supplied with stem mountings for use in the mounting bracket holes, check to make sure that they are correctly installed in the bracket holes AFTER the car weight is on the tires.

Check the instruction sheet again to be sure they sit right. If trouble develops very rapidly if they are not correct.

Make sure that the new units clear all close chassis parts. Check brake and fuel lines to make sure they are okay and will not interfere during operation. Also check tail pipe, muffler and any other close part.

Check pressure in all tires . . . make sure they are inflated to the manufacturers recommendations.

## 880 Pontiac

CATALINA 1984 car in good condition, two owners, 1400 regularity. 447-3300.

CATALINA 1971, very good condition. Must see. 1800. Call after 4:30. 353-2734

CATALINA 1974, runs well, 1475. 453-4124

CATALINA 1979, 4 door, automatic, power steering and brakes, air, radio, 14000. After 4:30. 353-2734

**FACTORY OFFICIAL**  
12 TO CHOOSE FROM  
EXTRA 129 GRAND LANSING, 4 door, 8000 miles, in full factory warranty, power windows, power steering, stereo, radio, tilt wheel, rear brakes, vinyl top, full price. 453-4124

**ART MORAN**  
PONTIAC-LEON  
353-9000

FIREHOLD 1971, transportation only, 1200. After 4:30. 453-4124

FIREHOLD 1974, Formula 400 4 speed, air, stereo, loaded, 447-4150. 453-4124

FIREHOLD 1978, 11,300 miles, 14000. Air, power steering, brakes, 453-4124

FIREHOLD 1978, air, stereo, radio, wheels black, 14800. 453-4124

**BOB JEANNETTE PONTIAC**  
453-4124

FIREHOLD 1979, Formula, 2000 engine, warranty, loaded. 453-4124

FIREHOLD 1979, Formula, 301 V-6, 14000. Air, power steering, brakes, 453-4124

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MONTEVELO 1978, 4 door, green, low mileage, new muffler, excellent condition. Dealer must see. 14100. Call after 4:30. 353-2734

GRAND PRIX 1978, 4 door, low mileage, 14000. Call after 4:30. 353-2734

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TRANS AM 1978, low miles, excellent condition, 14495. 731-889

TRANS AM 1978, Black beauty, only 14525. Northtown. 453-4124

TRANS AM 1978, 18,000 miles, automatic, air, disc brakes, tilt sport wheel, vinyl interior, rally package, 483 automatic. Low mileage. 14,000. 453-4124

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