# Do your own shocks

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, ave the installation done by professional shock ab-

have the installation done by professional shock ab-sorber installers shocks, you will need sockets, To install new shocks, you will need sockets, were considerating oil. Perfect the present and can of penetrating oil. Penetrating oil may be needed for the upper and lower mounting buts and bottle of the present and the present and the search of the present carefully the instruction sheets enclosed with your new shocks.

new shocks.

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

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 off mounting pins or studs. Apply penetrating oil to threads, especially if the nuts are rusted.

Make sure that all new mounting parts needed

Apply penetrating oil to threads, especially it the nuts are rusted.

Make sure that all new mounting parts needed are on hand, Do not use the old nuts on the new shoots 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 whell. If they are MacPhearson strut shocks, don't try to replace them yourself.

Hold upper stem of shock so it does not turn, then remove the upper stem of shock so it does not turn, then remove the upper stem of shock so it does not turn, then remove the upper stem of shock so it does not turn, then they can be

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 aborber pivot to the low-er control arm, and pull the shock absorber out from the bottom. (On some vehicles, shocks are re-moved from the top.) To remove rear shocks, locate them. They are

To remove rear shocks, locate them. They are near the rear aste and springs. Raise the vehicle and support the rear axle. Disconnect the upper mountings first, then the lower mountings. Note: When installing the new rear shocks, connect the upper mountings first. When installing from the shocks, place laner retainer and power rubber cushin on stem and hister's shock and power rubber cushin on stem and hister's shock and power rubber cushin on stem and hister's shock and power rubber cushin on stem and hister's shock and power rubber cushin on stem and hister's shock and power rubber cushin on stem and hister's shock and power rubber cushin on stem and hister's shock and power rubber cushin on stem and hister's shock and power rubber cushin on stem and hister's shock and power rubber cushin on stem and hister's shock and power rubber cushin on stem and history shock and power rubber shocks and power rubber

and power rubber cushion on stem and insert shock up through lower control arm into hole in lower control arm. Place upper cushion outer retained and nut 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 enlarge the hole in the bower control arm to insert the unit. This can be done be compiled to the control arm to insert the unit. This can be done be control arm to insert the unit. This can be done be reaming the hole or by filing or grinding it. Enlarge

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100 TURY, 1973, good running condition

FURY, 1973, good running condition

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hole just enough to allow unit to pass through.

Do make sure all nuts and bolts are securely

Do not overtighten stem mountings. The rubber cushions should not bulge outside of the washers.



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

When installing out-needs when year shocks or rear stabilizing units, make sure that hydraults brake lines, reliable in the stabilizing units, make sure that hydraults brake lines, reliable in jupes 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 piet o insure clearance. Check your installation when you think you are done. If locators are suplied 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 re right, because trouble will devleop very rapidly

are right, because troube with a control of the part o

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

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