



Fig. 1: Pin joint broken due to changing bending strain



Fig. 2: Chrome layer of the piston rod worn out on one side due to warped installation



Fig. 3: Defective rubber-metal joint

Possible reasons for warping and bending strain in the shock absorber

- Assembly error: Shock absorber installed in warped position, i.e. not tightened in the design position.
- Attachment points in the shock absorber are not flush.

Possible reasons:

- Excessive joint play / defective rubber-metal joint (Fig. 3)
- Incorrectly adjusted axle geometry
- Vehicle damaged in an accident or accident damage not professionally repaired



How to correctly assemble shock absorbers in the design position

1. Check vehicle for accident damage and other damage.
2. Install shock absorbers in the raised vehicle and screw in **manually**.
3. Lower the vehicle so that it is resting on its wheels (design position).
4. Tighten the screws to the tightening torque recommended by the vehicle manufacturer.

NOTICE

Tighten the shock absorbers in the vehicle design position recommended by the vehicle manufacturer using the recommended tightening torque.

Incorrect assembly results in the shock absorbers malfunctioning pre-maturely, resulting in leaks, poor responsiveness, and loud noises.

Depending on the axle design, a wheel alignment must be performed after the installation of the shock absorbers. Observe the vehicle manufacturer's specifications.



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