



Piston rods in shock absorbers must never be dry to ensure proper operation. Otherwise, the seal would be worn within a very short time. Therefore, piston rods must be wetted with a light oil film at all times. Lubrication of the contact partners piston rod / sealing lip and dust lip is supported by optimized-friction grease.



Fig. 1: Oil mist on the shock absorber

- During each stroke the piston rod carries along a very small amount of oil from the working chamber.
- At higher temperatures oil mist is generated and inevitably deposits on the outer tube.
- When the unit has been in use for a longer period of time this oil mist may be visible on about  $\frac{1}{3}$  of the dry outer tube. This is not a fault / defect!
- Never evaluate the shock absorbers after having driven the vehicle in the rain.



Fig. 2: Clear signs of oil visible

- The outer tube is shiny and wetted by the oil. The piston rod seal is worn
  - long time in use
  - severe strain
  - sand or dirt from the road
- If oil drops are found on the outer tube, these drops may be "first residual oil" in new shock absorbers, that has accumulated over the guide during the production process.



Fig. 3: Undercoat / anti-corrosion wax

- These agents suggest oil loss. They must be removed as they avoid heat dissipation.
- Frequently dirt from the road accumulates and is also assessed as a leak.