

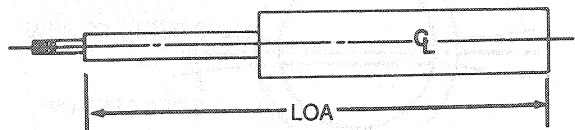
CLEANING AND INSPECTION (Continued)

2. **Bottom/Hopping:** Check condition of the rubber suspension travel stops (jounce/rebound bumpers). Replace if worn or missing. Examine for evidence of previous overload or damaged components.
3. **Force-Check:** Support lower arm or axle, and remove lower shock attachment. Stroke shock absorber body using as much travel as possible. The action should be smooth and uniform throughout each stroke. Damping forces should be equivalent on both sides of the vehicle.
4. Replace only the worn or damaged shock absorber. **Shock absorbers do not require replacement in pairs, unless both units are worn or damaged.**

Bench Test

The shock absorbers are gas-pressurized, which results in the shocks being fully extended when not restrained. If a shock does not fully extend, it is damaged and should be replaced. Check length overall (LOA). If the shock does not meet the length overall requirement, there is a good indication something internal is not to specification and the shock should be replaced.

With the shock in the normal upright position, compress it and allow it to extend three times to purge the pressure chamber of any gas that may have been introduced during handling.



F4230-C

SHOCK LOA SPECIFICATION

Front	Rear
541-533mm (21.30-20.98 in.)	646-636mm (25.4-25 in.)

Place the shock absorber right side up in a vise. Hand stroke the shock absorber as fast as possible using as much travel as possible. Action should become smooth and uniform throughout each stroke. Higher resistance on extension than on compression is normal.

CAUTION: If the combination dust shield/jounce bumper has been removed from the shock absorber, care must be taken to avoid excessive bottoming of the rod during the compression stroke to avoid internal damage.

The following conditions are abnormal:

- A lag or skip at reversal of travel near mid-stroke when shock is properly primed and in the installed position
- Seizing
- Noise, other than a faint swish, such as a clicking upon fast stroke reversal
- Excessive fluid leakage
- With rod fully extended, any lateral motion of rod in relation to outer can

If shock absorber action remains erratic after purging air, install a new shock absorber, replacing only the damaged unit. Shock absorbers are not to be replaced as sets. Refer to Section 04-01 for Front Shocks or Section 04-02 for Rear Shocks.

ADJUSTMENTS

Equipment Installation

Equipment used for alignment inspection must be accurate. All wheel alignment readings must be performed on an alignment rack leveled to within 1.59mm (1/16-inch) side-to-side and front-to-rear. The instrumentation used must have a means of compensating for wheel runout and must be capable of reading individual (LH and RH) toe measurements.