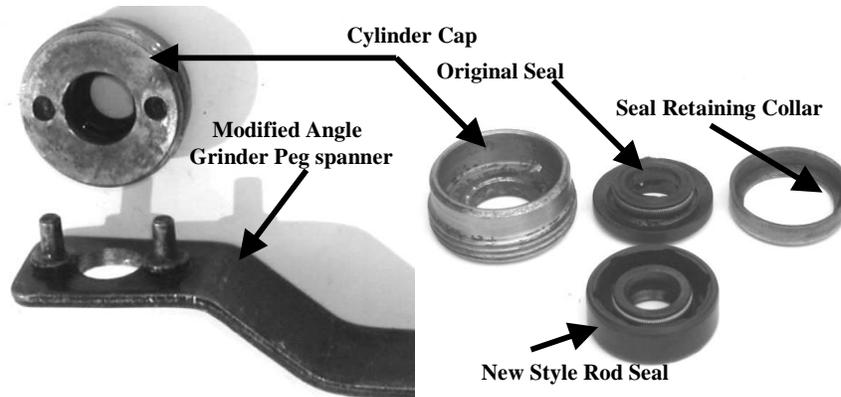


Replacing Shaft Seal in Front Shock Absorber

The Club are now able to supply a seal kit suitable for the front shock absorbers with 11mm diameter shafts as fitted to most cars. (The kit is not suitable for those cars fitted with units with a 12mm shaft.) Part Number is N-15:21B-Car-AL, available from Nick at £5 per shock absorber, plus postage. The shaft seal is of a different type to that originally fitted but has proved serviceable over a number of years on Mike O'Ballance's Trojan.

Removing the shock absorber unit from the axle assembly is covered in the workshop manual and the removal of the 'silent block' bush is covered in the Members' Handbook so these subjects are not covered here.

In replacing the seals and refilling with new fluid cleanliness is paramount. Therefore clean the unit before starting to take it apart. To remove the Cylinder Cap it is necessary to use a 'peg' spanner, the ones supplied with some angle grinders have the pegs correctly spaced to fit the Cylinder Cap. If not make one from a piece of steel bar with a 12mm hole drilled to go over the shaft and two 4mm holes to take nuts and bolts at the correct spacing to fit the holes in the cap. Hold the base of the shock absorber in a vice and unscrew the cap. A hammer and drift is not a good idea as you may deform the casing and cap.



Dispose of the old oil and dismantled the unit for inspection and cleaning. To remove the old seal from the Cylinder Cap use a thin screwdriver to prise out the Retaining Collar. Make sure the shaft is not pitted or scored or it will damage the new seal. The correct setting for the valve is not known so it is best left. Clean and dry all parts before re-assembly.

Tap the new seal into the Cylinder Cap (the Retaining Collar is not required). Rebuild the shaft with the Rubber Washer, Slotted Collar, Dished Washer (Note, dished edge faces down, not as shown in the photo) 'O' Ring and Cylinder Cap. To avoid damaging the seal wrap insulation tape around the top, narrow part of the shaft when easing it on. (The seal is a tight fit as it is 1mm undersize.)

Pour about half the oil in the Main Body and the other half in the Inner Cylinder. Then fit Piston and Shaft into Inner Cylinder before fitting it into the Main Body and seating the Slotted Collar and Dished Washer into their housings. Seat the 'O' Ring on top of the dished washer before screwing in the Cylinder Cap.

The quantity of fluid is crucial, too little and part of the movement will not be damped, too much and the shaft will not have full travel. Therefore check that the shaft can be pushed in until the top of 11mm thick section is level with the top of the Cylinder Cap. If necessary remove a small quantity of oil until it can. (Avoid pushing the shaft in too far as the seal lip will go on to the narrow part of the shaft and may be difficult to extract without damaging the seal.)

