

# MODEL A SHOCK ABSORBER SEAL KIT

Many articles have been written on rebuilding Model A shocks. Read these best articles before attempting to do the job:

Model A Service Bulletin, p. 353, 537-542, 573-574.

Restorer, Vol 11-6, p. 9-11 Mar-Apr 1967.

Restorer, Vol 19-2, p. 18-19, Jul.-Aug 1974

(Both Restorer articles are reprinted in "How to Restore Your Model A", Vol. 2, p. 38-4

## Disassembly

1. The best way to loosen the lock ring and cover is to heat them (cherry red is to hot). Then cool. Tap entire circumference carefully with a small hammer. Small strokes-many taps. You will eventually be able to turn the lock ring and remove cover by hand. **NEVER** use a pipe wrench, they distort the cover, make it harder to turn, and cause deep gouge marks. A chain wrench is OK.
2. **NEVER. NEVER** drive the air vent "plugs" into the shock. You could gouge the shock body wall or ruin the rotary wings of the rotary ring shaft. remove the plugs and clean the air vent grooves after the bushing (flange cover) is removed.
3. Very large tools aid in removal of the bushing. An impact socket is best. Pipe wrench mar and can destroy the nut. An acetylene torch may be necessary to loosen the bushing, but it will melt the lead caulking in many early shocks.
4. Always remove the needle valve. If it doesn't remove easily with a wrench, heat the shaft with an acetylene torch and try again. It can be removed without damage. Be careful.

## Reassembly

1. If lead caulking is loose or missing at the partition corners, replace with lead provided.
2. Replace check balls as necessary with the balls provided.
3. Wrap the stem packing on the shaft of the needle valve between the washer and the gland (lock) nut. Add and delete packing as necessary so gland nut compresses packing when tight but still allows space between gland nut and needle head when the valve is closed.
4. Re-Install each rotary wing shaft and bushing into the same shock body from which they were removed, and in the same position.
5. Shaft seals may be trimmed to thickness and shape required by grinding with a bench grinder. Keep the seal cool while grinding (cool water).
6. Install the cover hand tight. It should tighten against the shaft seal for approx. the last 1/2 turn.
7. The use of "Pipe Dope" is not absolutely necessary, but will insure against leaks at the lock ring.
8. Model A shock fluid (hydraulic oil) of the proper viscosity has better properties than the glycerine compounds originally used in Model A shocks. GOOD LUCK.....

*Use the flat washer if the shock refuses to seal.*