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## **TOOL FOR T-TYPE BUSH FITMENT (GAC8002) FITTING INSTRUCTIONS**

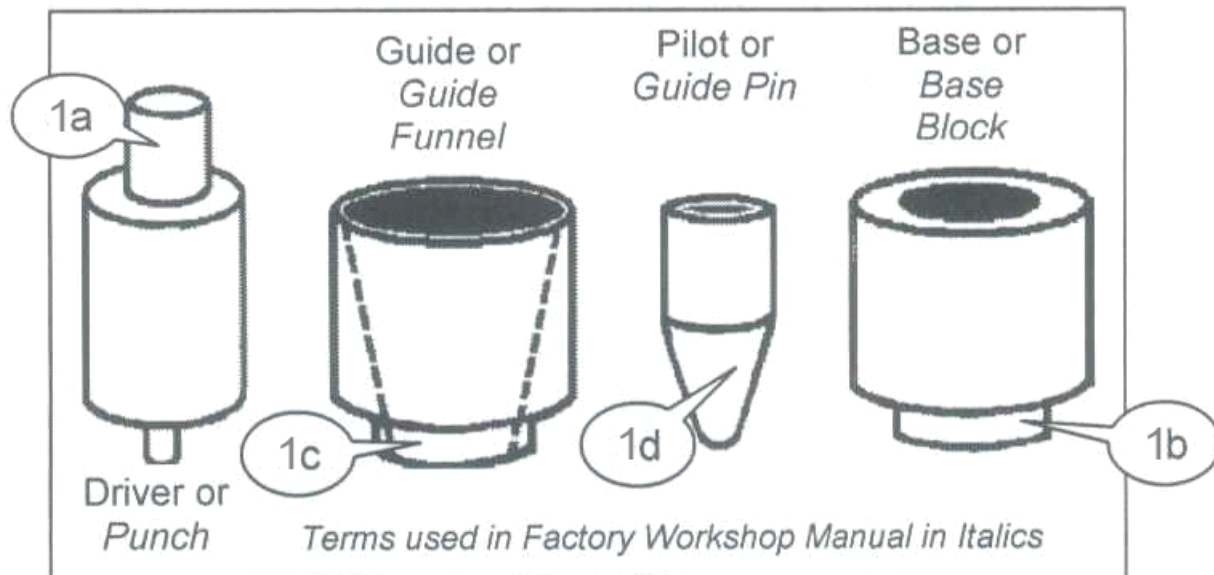
For many years, TC and TD owners have suffered loose and/or lost shock absorber links due to the shock arms and links being bushed incorrectly. Replacement bushings resembling (in many cases, actually made from) short pieces of heater hose were relatively easy to install. They looked as though they should work, but there was not enough pressure on the rubber to keep them located. As a temporary fix, links and studs were often drilled and washers fitted, held in place by split pins. This stopped the parts from separating, but the bushing material was still not doing the job originally intended.

Now, the correct bushings are once again available but they are so short and fat nobody believes they are correct for the intended application! However, they were made to the exact dimensions and from the same grade of rubber as those originally fitted when Girling shocks were state of the art. The only problem is that they are virtually impossible to install without the use of special installation tools. . . which is the reason for the development of this tool kit.

The kit contains four pieces: Driver, Guide, Pilot and Base. These pieces are used in combination to install original-style bushing in both the shock absorber arm and the shock link. They will also properly locate the link mounting stud in the link and the link in the shock absorber arm.

The easiest way to do this is with a drill press and an assistant, and that is how these instructions are written. If you do not have access to a drill press, a large bench vice can be used with the tool kit to squeeze the parts together but this makes the job more difficult. With either method, special care is needed when pressing the link through the bush in the shock arm, as the link will try to tilt sideways, which is why you need another pair of hands.

**IMPORTANT:** We suggest that you use water mixed with liquid detergent as a lubricant during installation. The bushing will move in the eye – and the shock link in the bushed eye – until the lubricating medium has dried. If you can allow 24 hours between installing the bushing and pressing in the link or stud, the bushings will be less likely to move around. Do not use silicone spray or grease.





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**BEFORE YOU BEGIN:** It is imperative that all traces of the old bushing, paint, and dirt be removed from the eye. Hone the eye with a small brake cylinder hone or sand with an emery cloth to ensure that the surface is smooth and clean.

### **STEP 1: INSTALLING THE BUSHING IN THE EYE OF A LINK OR AN ARM**

Insert the long end (1a) of the Driver in the drill chuck. Set the base on the table of the drill press, about 3.5" beneath the Driver. Position the eye of the link or shock arm on the base with the raised lip of the base (1b) inside the eye. Place the Guide on top of the eye with its step inside the eye. Take a new bushing, wet its outside surface with lubricant, then place it in the top of the tapered Guide. Lower the drill press so that the tip of the Driver centres in the bushing, then continue pressing until the bushing pushes out of the guide. It should now be centred in the eye, an even distance from each end.

### **STEP 2: INSTALLING THE STUD IN A BUSHED LINK**

**IMPORTANT NOTE:** Be sure the stud is clean and that you are pressing the stud into the link from the correct side, relative to the bend end of the link.

Remove the Driver from the drill chuck, and close the jaws of the chuck. Fit the Pilot over the end of the stud. Liberally lubricate the Pilot taper (1d). With the link positioned over the base, still on the drill press table, point the Pilot into the centre of the bushing and lower the drill press so that the chuck presses on the threaded end of the stud. Hold the link tightly so that it cannot be squeezed up off the Base, while you continue to lower the chuck. When the stud is properly positioned, the Pilot will drop off into the Base.

### **Step 3: INSTALLING THE LINK INTO THE SHOCK ARM (Fig 2)**

**IMPORTANT NOTE:** Once again, be sure that you are pressing the link into the correct side of the shock arm. Open the chuck so that you have as wide and flat a pressing surface as possible. Position the bushed shock arm over the Base, fit the Pilot onto the end of the link and lubricate liberally. Aim the Pilot into the centre of the bushing and position the link so that the drill chuck bears down on it just behind the bend. Maintain an upward pressure on the eye end of the link while pressing down with the drill press. This will help prevent the pilot from entering the bushing at an angle. Continue pressing until the link has passed all the way into the bushing and the Pilot has dropped off into the base.

Until the lubricant has dried, the link will turn in the bushing, enabling it to be aligned correctly. However, do not drive the car until the lubricant has dried (allow 24 hours as a rule).

