d) by moving upwards, extract upper end piece *1* with rod *9*, unscrew the nut of the reservoir with the help of a special wrench and extract the rod (by moving it upwards) together with gland housing *31* and working cylinder *8*. In doing so, be careful not to damage gland *30* of the reservoir nut;

e) holding the working cylinder with one hand, remove the shock absorber rod together with the gland housing, rod guide *28* and piston *27* assembly. Pour the fluid out of the working cylinder and shock absorber body *7* into a vessel;

f) press out the compression valve assembly from the working cylinder by slightly tapping a wooden drift with a hammer;

g) secure the rod at the upper end piece and unscrew rebound valve nut *15;*

h) remove the piston with all the valve components, rod guide *28,* spring *29* and gland housing *31* assembly;

i) extract felt gland *34* from its housing, remove the reservoir nut gland and, by using a wooden bar, push out rubber gland *33* from the upper side of the housing.

The shock absorber is to be assembled in reverse order.

In order to keep the rubber gland intact, use a tapered end piece when fitting the gland housing on the rod.

Pour 150 cm^3 of damping fluid into the shock absorber. The fluid should be poured in when the working cylinder together with the compression valve is inserted into the shock absorber body. Fill the working cylinder with fluid up to the brim, the rest of the fluid to be poured into the shock absorber body. After this is done, insert the rod with the piston into the working cylinder, close the cylinder with the rod guide and, having carefully moved the gland housing close to the guide, screw up the reservoir nut.

After the reservoir nut has been tightened, manually pump the rod with the piston to remove air from the working cylinder.

Note: Total disassembly should be performed only in exceptional cases when the worn-out parts have to be replaced. In case inspection or replacement of damping fluid is intended, the dismantling must be carried as prescribed in items a—d.

Servicing the Shock Absorbers

A mixture consisting of 50% of turbine oil 22 (turbine oil Л) GOST 32—74 and 50% of transformer oil GOST 982—68 is used as the pressure fluid.

Substitute: industrial oil 12 (spindle oil 2) GOST 1707—51. Oil AC-8 GOST 10541—63 can be used as well.

It is advisible after every 10 000 km run to take off the shock absorbers, dismantle them and wash all the parts in pure kerosene or petrol and to prime fresh pressure fluid. In this case only partial disassembling is carried out (see "Dismantling and Assembling the Shock Absorbers").

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