SCAN ME

# THUREN FABRICATION
# PIN/STUD MOUNT SHOCK INSTRUCTIONS

The below instruction is the result of varying bushing designs and vague instructions from several Manufacturers.

**WARNING**

We highly recommend the following installation proceaure, specifically for the Pin/Stud design mount locations. Over-tightening the mount bushings will not allow the shocks to swing side-to-side (*image 1*) easily as required during suspension cycling. Shock Stud failure can be the result of over-tightening.

**STEP 1) Assess Your Bushing Design.**
If you have a limiting sleeve design (*image 2*), generally you will tighten the assembly until the top-nut resists rotation as it touches the torque limit. Still, verifying the bushing material, and applying these same techniques regarding assessing the mounting design couldn't hurt. If you have a conventional non-limited design, move to step number 2.


SHOCK SWING NEEDED WHEN SUSPENSION CYCLES


LIMITING SLEEVE BUSHING DESIGN


CONVENTIAL BUSHING DESIGN

**STEP 2) Assess Your Bushing Material.**
If you can easily dig into the rubber with your fingernail, and deform the bushing when you squeeze it, this would be a softer Durometer bushing. If the bushing material feels more like plastic instead of rubber, and sounds "hard" when tapped on a table, this would be Hard Durometer material.

**STEP 3) Install the Pin-Mount End First**
With the bottom washer (if applicable) and bushing installed, push and center the shock body up into the mount, install the top bushing and washer, and tighten top nut until it just lightly touches the top washer. The top washer should still be able to spin easily by hand at this point. This is your un-compressed but not loose, neutral position.

**STEP 4) Final Tighten Per the Below Notes:**
Soft Durometer bushings use 2 full rotations (360° wrench swing x 2) of the top-nut from the neutral position, which will still allow the acceptable swing angle amount (*image 1*). Hard Durometer bushings mandate only 3/4 of a rotation (270° wrench swing total from neutral), and no more, as more compression of the bushing assembly can break the mounting stud.

**WARNING**

Over-tightening could result in a shock stud mount failure, which is not covered under warranty. The main goal here is to **not** over-tighten this type of mounting design.
D**o not at any time** use vice-grips to hold the shock shaft of either your new or old shocks.
Doing so will cause marring or scorring and cause seal failure which is not a warrantable defect.