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## OVERHAULING REAR SHOCK ABSORBERS ON MKVI, R, SILVER WRAITH AND DAWN

Before reading these instructions it is advisable to familiarise yourself with workings of the shock absorber and its service procedures which are described in the workshop manual.

The oil seals are made from asbestos string impregnated with Tallow and they deteriorate with time, absorb moisture and cause the shaft to corrode. Oil loss can result in wear of the bronze bearings. These are not expensive and can be fitted without the need for reaming.

There are bellows in the front end of each shock absorber that are compressed by oil from a pump in the gearbox to stiffen the rear suspension. If the bellows leak, gearbox oil will mix with the oil in the shock absorber, damping will be wrong and the control on the steering column will not work. I believe Ristes are able to supply new bellows.

Remove and dismantle shock absorbers from car as per workshop manual.

Remove the brass gland oil seal cover complete with the spring and gland spreaders. The inside of the brass housing is 1.728" ID and the shock absorber shaft is 1.375" OD. The housing should be bored to 1.75" so that modern lip type seals can be fitted. Fit two or three seals depending on the width you are able to obtain.

If the shaft is too rusty for an oil seal to work Shaft Seal Face Repair kits part no. 99139 should be obtained from:

M. Barnwell Services Ltd.  
Reginald Rd.  
Smethwick  
W. Mids.  
B67 5AS

Tel: +44 (0) 121 429 8011

Fax: +44(0) 121 434 3016

[admin@barnwell.co.uk](mailto:admin@barnwell.co.uk)

Robush Ltd of Ipswich can supply replacement Silentbloc bushes part no E1115 for the MKVI but spacers will be needed for the R Type.

Tel: 01728 748336 Tony

This information was provided by Norman Geeson as always

Ashley James 23.1.04

