Shock absorber

suitable for: Renault, Volvo

??

replaces Sachs: 312 716



The shock absorber or vibration damper has the task of compensating for road irregularities and reducing or braking vibrations of the vehicle spring. Together with the spring, the shock absorber is the connection between the body and the wheel suspension.

Hints & tips:

Only use shock absorbers suitable for your vehicle (in accordance with the manufacturer's specifications)

Always replace shock absorbers in pairs – i.e. at both ends of the respective axle. Make sure that axles, shock absorber mounts, anti-roll bars and the concerned chassis components are undamaged. If necessary, perform repair work and axle alignment (e.g. after accidents) before exchanging the shock absorbers. Please note: Worn suspensions lead to a premature wear or failure of the shock absorbers.

Check the shock absorbers for intactness. Do not make any modifications to the shock absorbers. Do not open or heat the shock absorbers under any circumstances.

During the assembly, observe the parts' correct arrangement for pin joint/supporting joint.

The shock absorber's piston rod must not be damaged during assembly. Only use the designated tool to counter the piston rod.

In case of a pin joint, protect the rubber parts from grease during assembly. Slightly lubricate the clamping bolts for a supporting joint during assembly.

Make sure that the shock absorbers are not assembled whilst under tension. It is imperative to check that the fastening points are aligned. Please note: A defective or missing end stop for the vehicle spring travel could result in an overload and thus lead to damaged shock absorbers.

Do not tighten the screws of the shock absorbers until the vehicle stands on its wheels. Observe the depicted tightening torques for shock absorbers with pin joint or supporting joint. Do not use an impact screw driver for the assembly.

If your truck is equipped with a self-levelling suspension system, you have to make sure that it is properly adjusted after the assembly of the new shock absorbers.

Avoid excessive or uneven, one-sided loading of the vehicle and observe the correct tyre pressure. Avoid excessive stress due to extreme road conditions.

Prevent the contact of undercoating, paint, supplies (e.g. oil, fuel etc.) or preservation wax with the shock absorbers.

Shock absorber mounts, steering and chassis components should also be checked in the course of the regular maintenance routines. Please note: Leaking shock absorbers must be replaced, since it is a safety-relevant component. After an accident the shock absorbers should be replaced as a matter of principle.

Never assess shock absorbers after driving in wet conditions. If in doubt, wipe the shock absorber down and examine it again after a few days. Road dirt clinging to the shock absorber can easily be mistaken for a leak. Deposits of oil mist can be visible on dry shock absorbers. With an increasing operating time it might become apparent on approx. 1/3 of the reservoir tube. This is not to be regarded as leakage.

Always dispose of old/defective shock absorbers properly – ideally at a specialist workshop.

The workshop video from the Parts Specialists at Diesel Technic provides more helpful tips and tricks for replacing the shock absorbers on a truck: https://youtu.be/0JubeamqMYc.

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