

Shock Absorber Inspection: Misting versus Leaking

Many technicians find it difficult to differentiate between a normal operating “misting” shock and a leaking shock that needs replacement.

Misting is a perfectly normal and necessary function of a shock absorber. By design, the piston rod carries a film of oil through the rod seal to lubricate the seal lips, thereby reducing friction and wear at the seal contact area, and prolonging seal life. Misting occurs when the hot piston rod is drawn out of the shock body and some of the microscopic film of hot oil on the rod turns to vapor. This vapor, or mist, condenses when it reaches the cooler outside air, and forms a film on the outside of the shock body. The film will attract road dust and debris, and will sometimes coat the entire body of the shock.

Rod seals may leak as a result of extreme wear, contamination, or defect. A **leaking** shock will show clear signs of oil leaking in **streams** from the upper seal down the shock body and may drip from the shock.

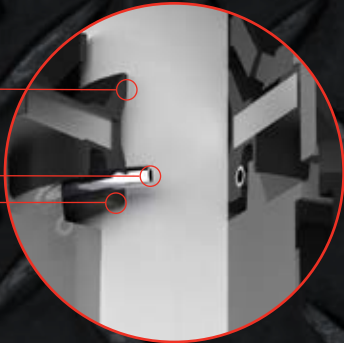


MAXIMIZE YOUR UPTIME

NEW Mist Reducing Rod Seal* provides LONGER LIFE

Reduce downtime & maintenance costs

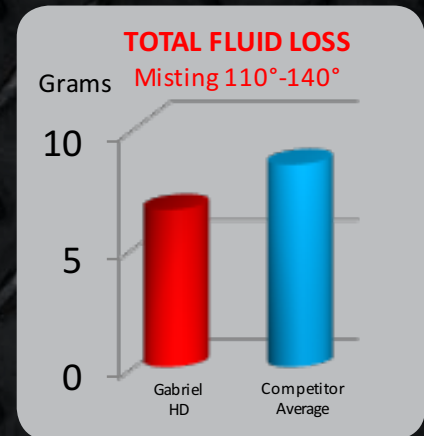
- Gas check lip keeps shock primed, even while parked
- Garter spring provides optimum rod sealing and seal life
 - ✓ *Reduces misting, extending the life of the shock*
- Dirt wiper reduces contamination entering the shock
 - ✓ *Extends the life of the shock*



NEW

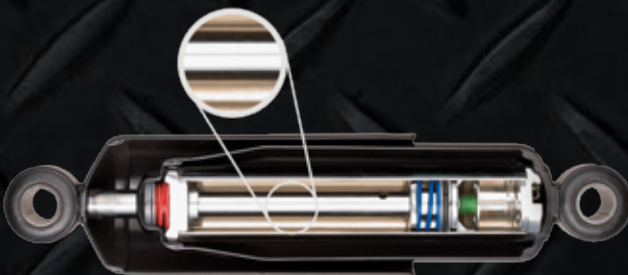


OLD



Super-Finished Chromed Piston Rods The best defense against corrosion

- Reduces the amount of wear on the seal
- Inhibits rust, minimizes deterioration
- Increases the life of the shock



* Most common applications



FLEETLINE GasSLIX

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