

Whenever There Is a Repair to Be Made on the Inside of the Shock Absorber:

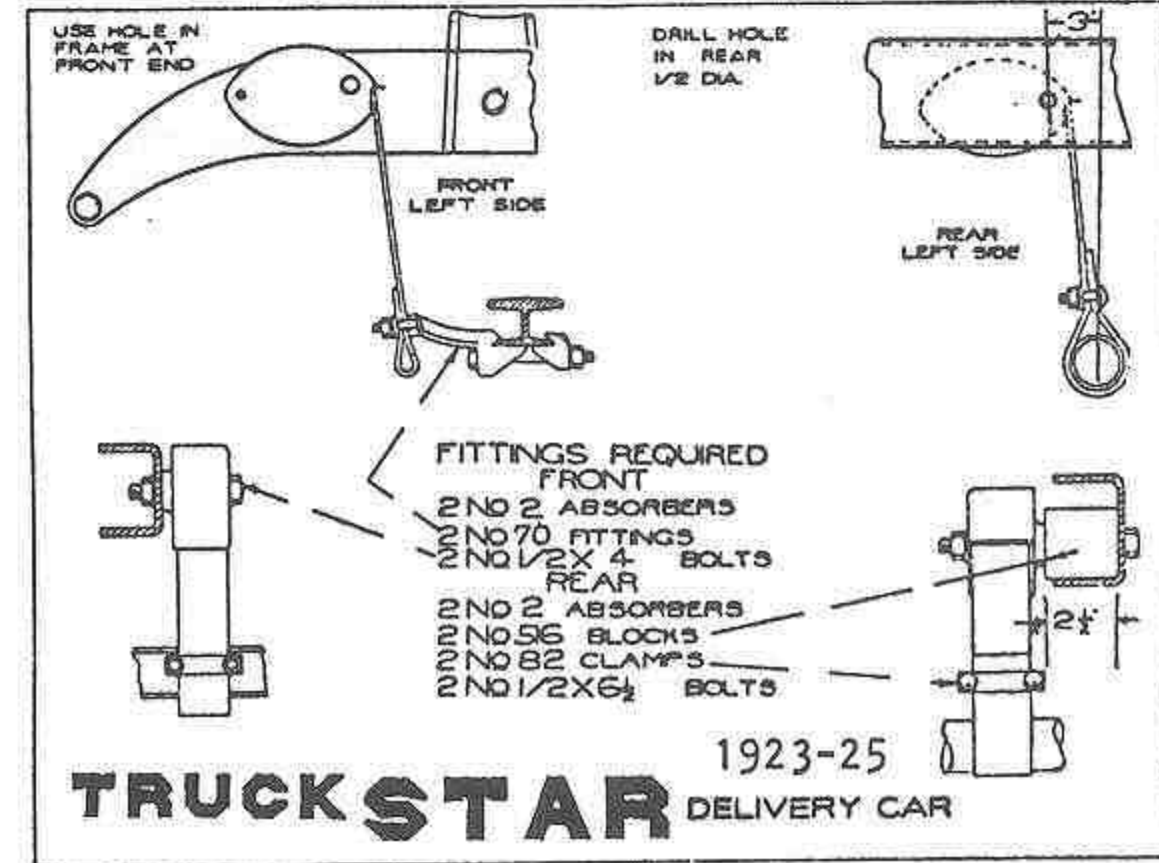
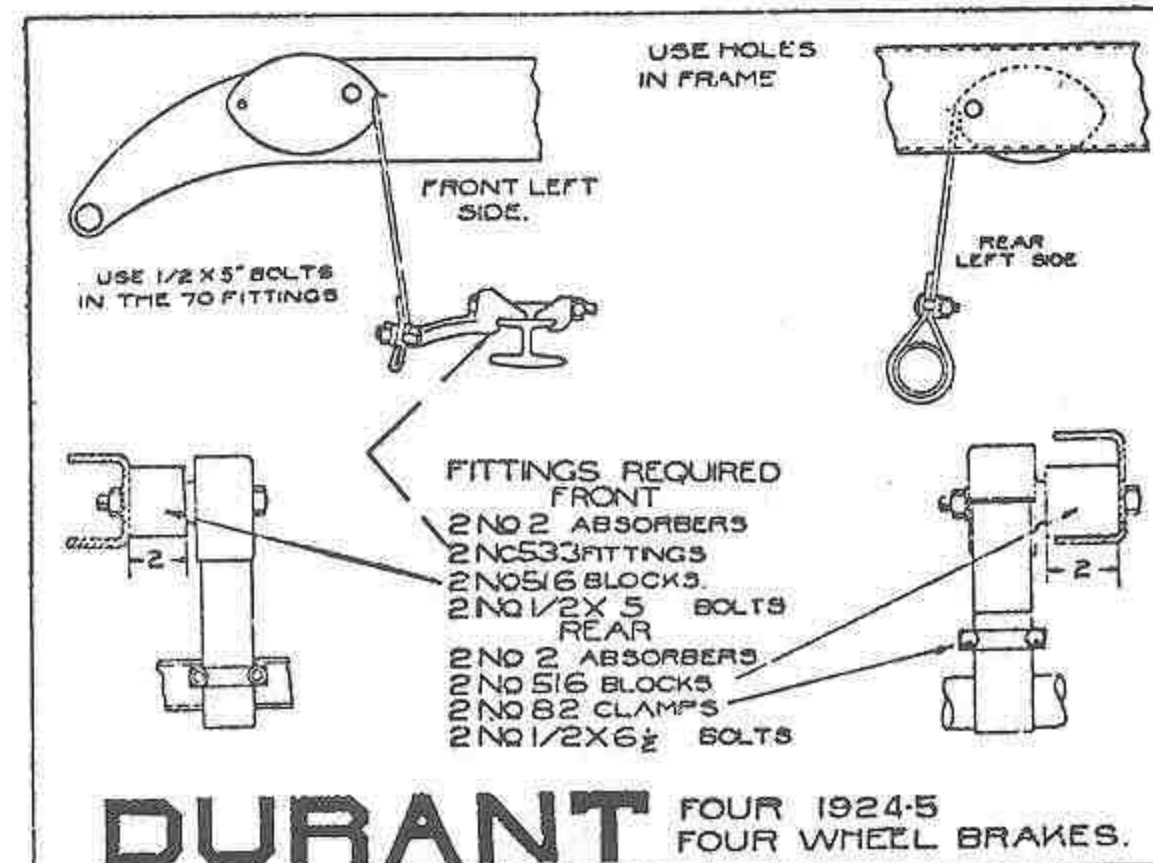
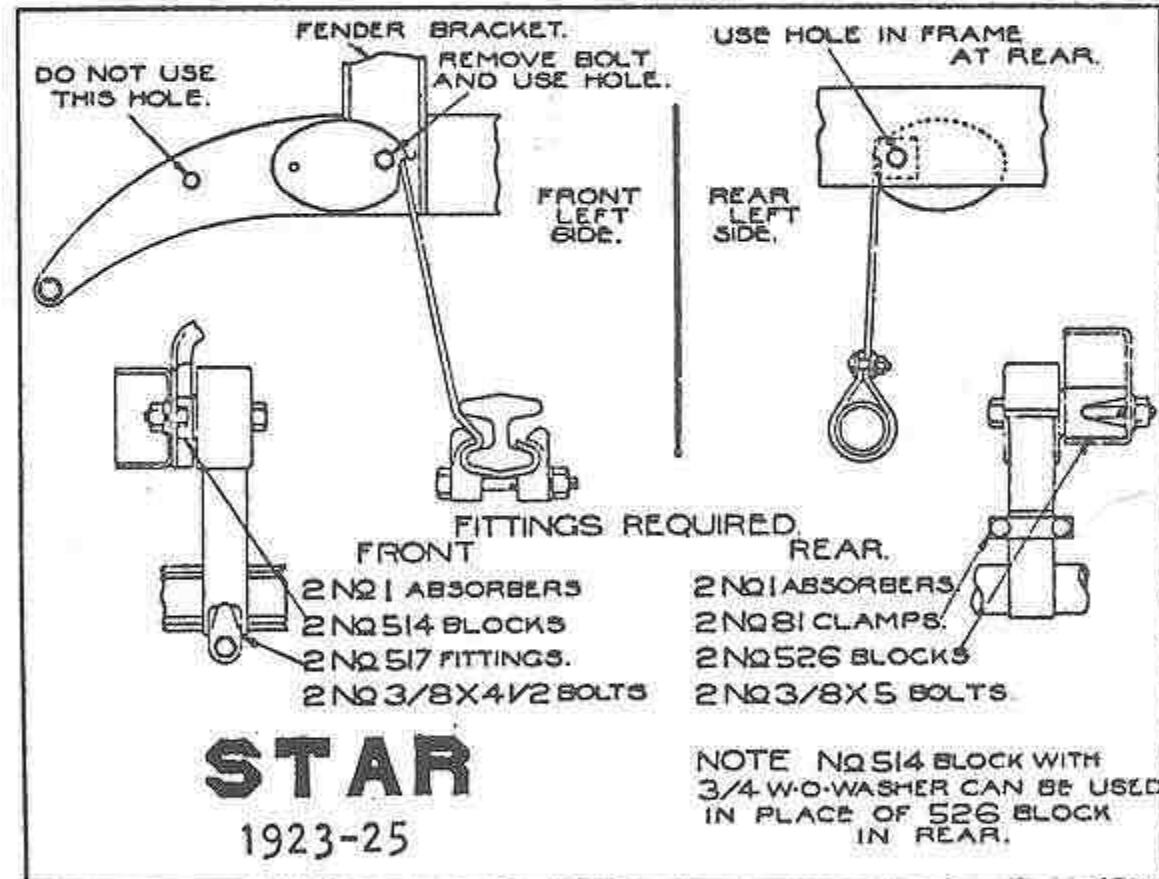
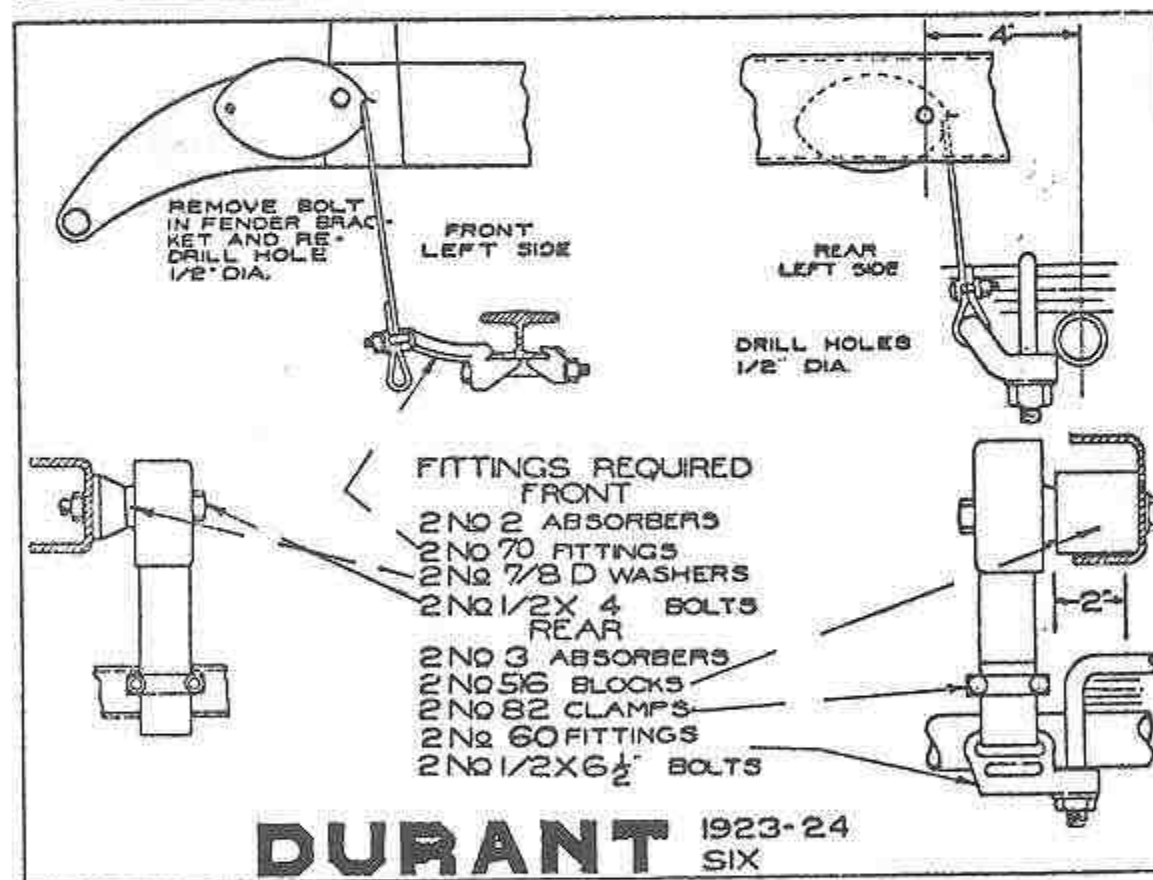
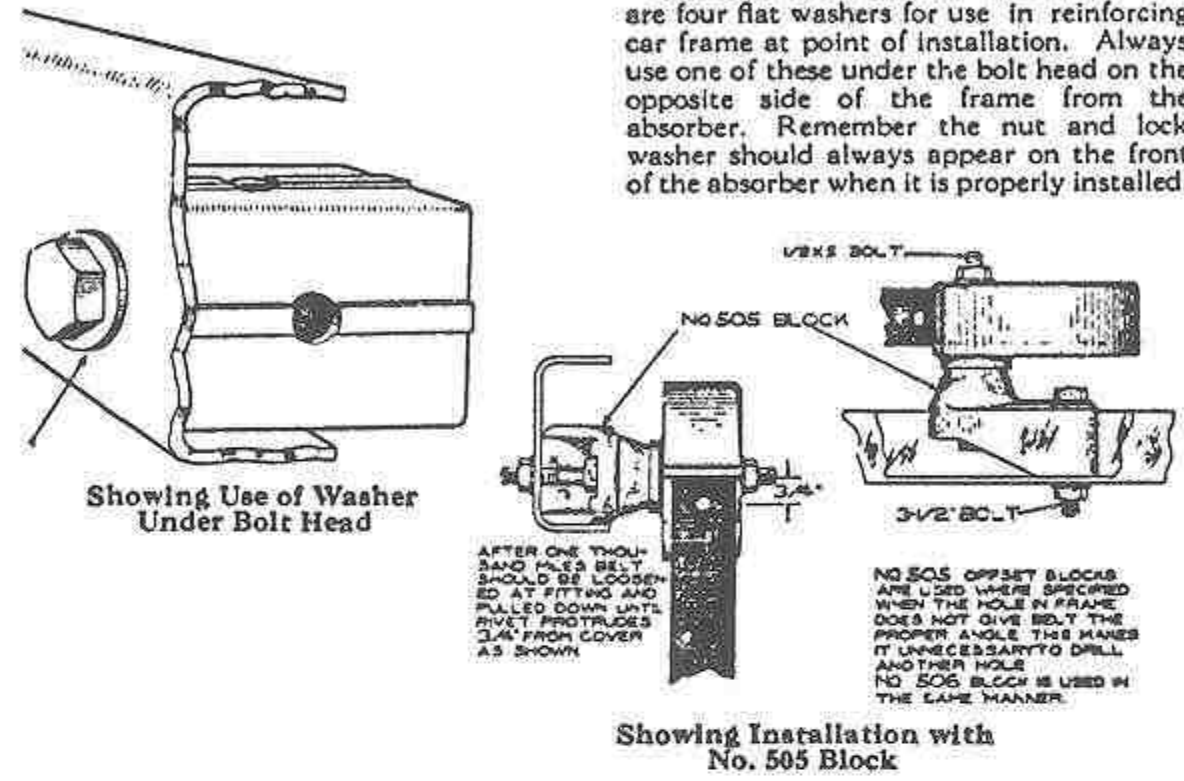
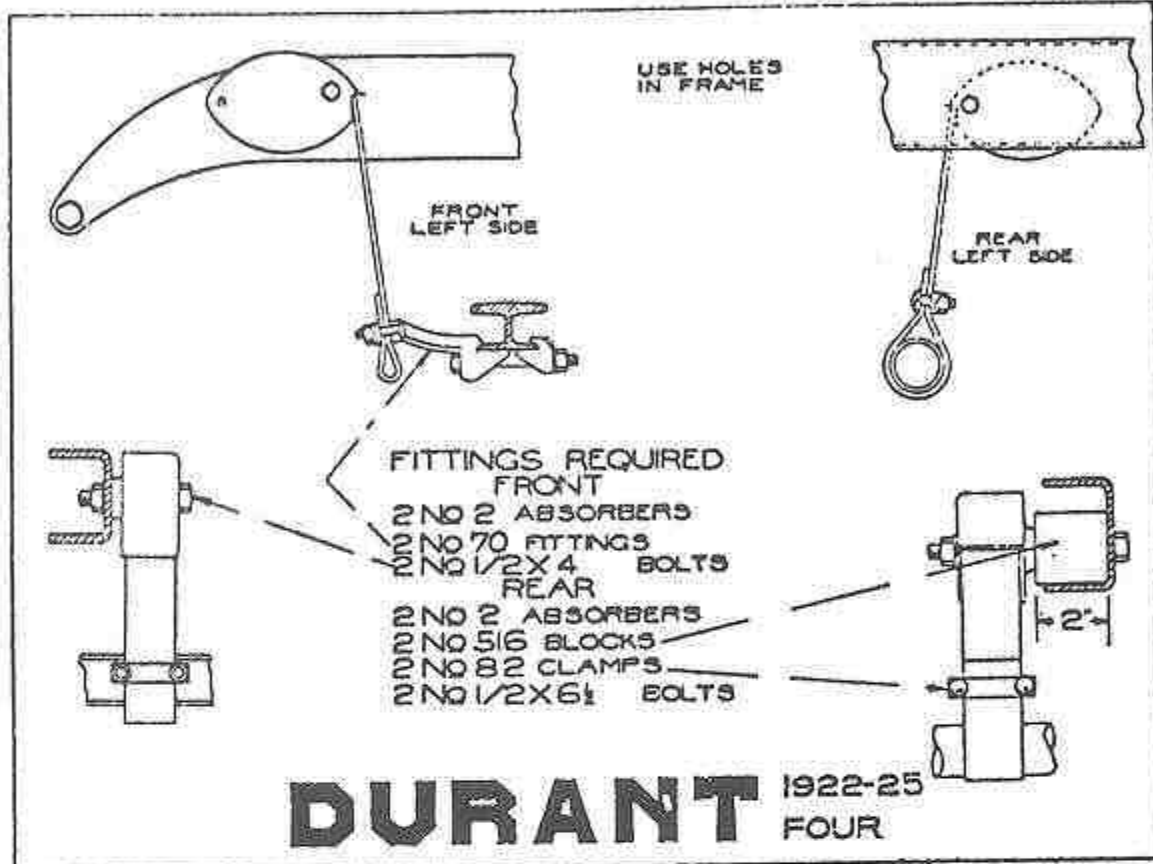
Simply—1. Unbolt the Lincoln from the car frame. 2. Grip in vice by the boss at the back. 3. Remove the small screws at the left of cover. 4. Lift off the cover. 5. Remove the two screws on the arm. 6. Pull the arm from drum. 7. Lift out old spring. 8. Drop new one into drum (in case it is a spring repair job.) 9. Insert arm shaft into center of drum. 10. Turn arm (right or left according to the type of absorber) until the hooks on the spring contact the lug on the drum and that on the arm. 11. Now turn the arm $1\frac{1}{2}$ revolutions in the same direction leaving the belt as in the original position at the time the absorber was open, that is $1\frac{1}{2}$ times around the drum. 12. Replace arm screws. 13. Pull belt to proper tension; that is so copper rivet is $\frac{1}{4}$ inch outside case thus giving full tension to the belt. 14. Drive nail into hole in the drum. 15. Replace cover. 16. And single cover screw.

17. Now bolt the Lincoln in place on car frame using larger washer under the head of the bolt and having the nut show on the front of the absorber—See first paragraph No. 6 in questions and answers on page 8

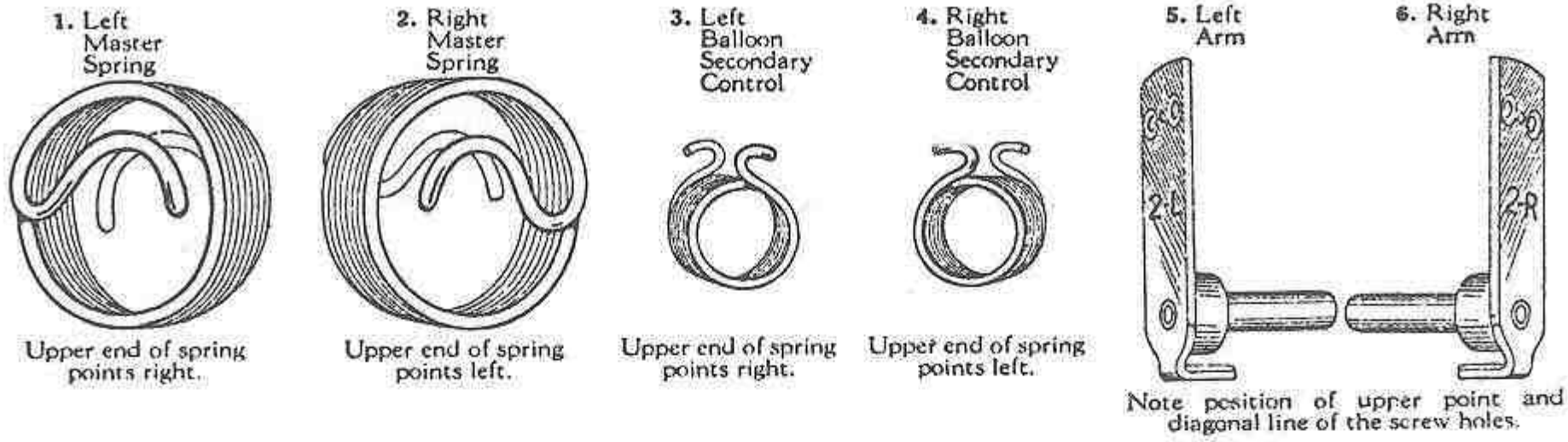
Do not pull belt out too far in installing. The copper rivet showing $\frac{1}{4}$ inch outside the case is exactly correct. You get maximum friction on this adjustment. Beyond this point friction decreases and if belt is set too far below the load is transferred to the drum and springs instead of being carried on the friction surface and the effectiveness of the device is so hampered that damage may result.

Do not pack the absorber case with grease of any kind or oil any part except the belt. (See page 9).

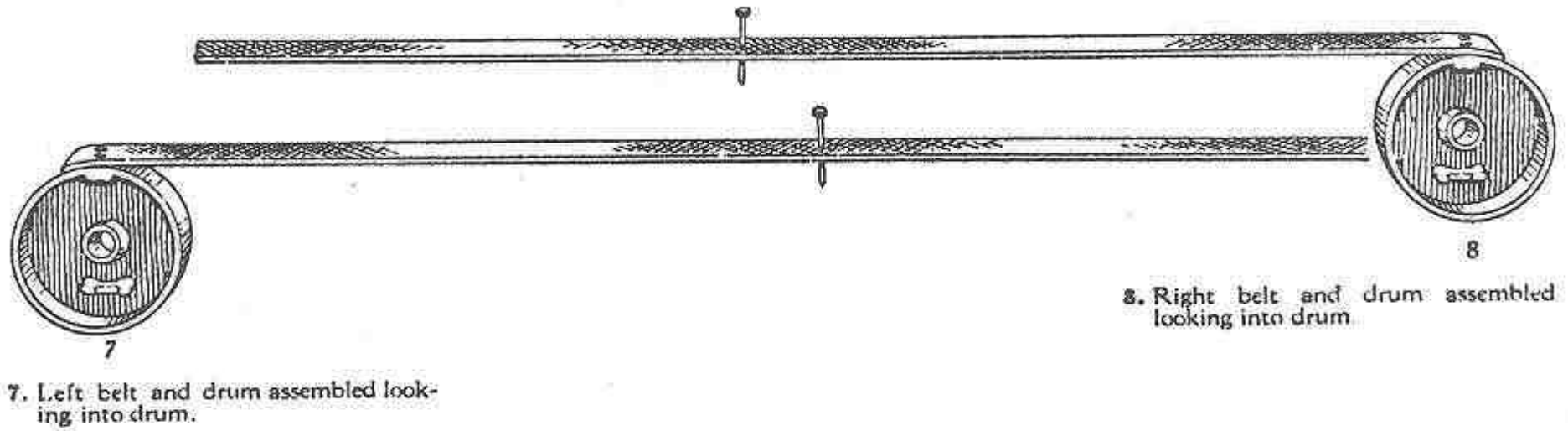
Included in all number 2, 3 and 4 sets are four flat washers for use in reinforcing car frame at point of installation. Always use one of these under the bolt head on the opposite side of the frame from the absorber. Remember the nut and lock washer should always appear on the front of the absorber when it is properly installed.



Lincoln Shock Absorbers "Snub the Rebound"

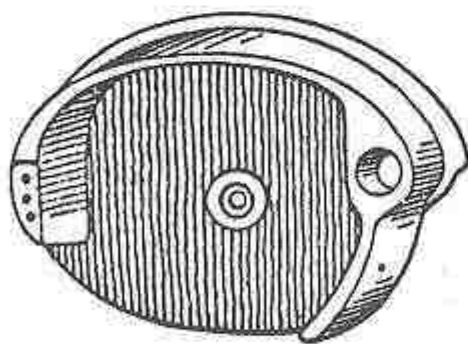


Drums are right and left only as assembled with the belt to the right or to the left as below.

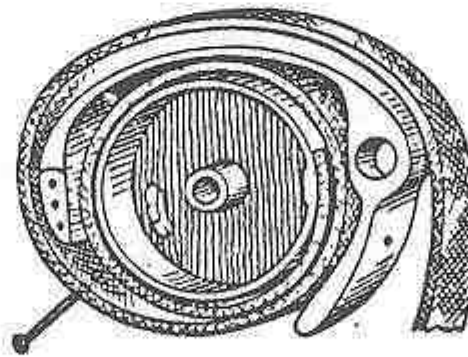


NOTE: Figures 7 and 8 show proper way to assemble the belt for either right or left absorbers. This operation is aside from the operations shown in sequence for the assembling of the complete absorber and is necessary when replacing belt.

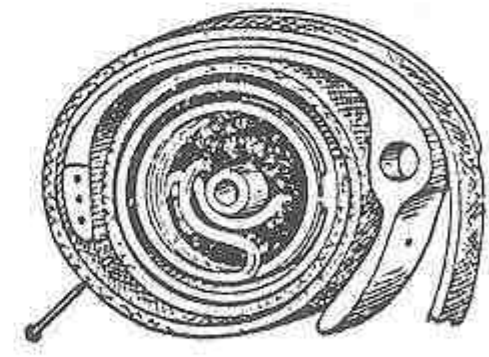
SINCE there are only two parts that can possibly wear out (the belt and the spring) and these can be replaced by any one in a very few minutes, you will find it easy to give immediate service by following the perfectly simple moves necessary for repair or adjustment. Below is shown complete left hand shock absorber assembly. Right hand assembly is the same except that right hand parts are required.



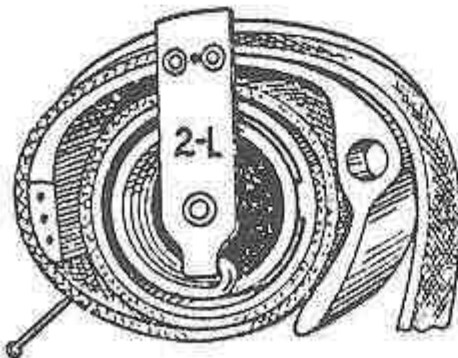
9. Looking into a left casting



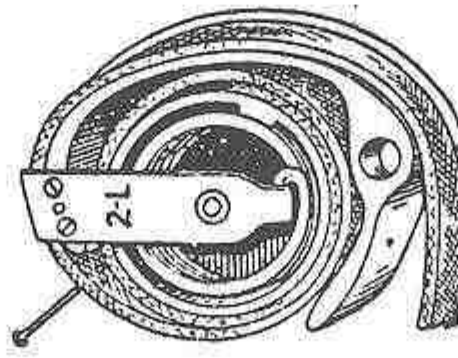
10. Same with drum and belt assembled as in figure 7. Belt $1\frac{1}{2}$ times around the drum and occupying the exact position shown in the illustration.



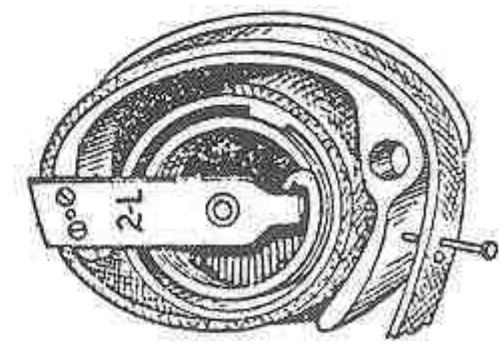
11. With the left master spring added. Lower hook on spring in contact with the lug in the bottom of the drum.



12. With left hand arm, (figure 5) vertical as shown in illustration.



13. Same with arm pulled down to the left. Screws are put in at this time.



14. Belt pulled to such tension as is necessary to drive the nail into the hole in the drum. After this the cover is put on and the screws set into place. The copper rivet now shows about $\frac{1}{4}$ inch outside the place at which the belt comes out of the case.

In case of Balloons use eccentric drum and between operations 10 and 11 put the secondary control spring inside the master spring so that both drop into the drum together and see that the lower hook on the secondary control contacts the lug in the bottom of the drum. This leaves the upper hook floating.