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FRONT-SPRING STEERING ROAD-SHOCK ELIMINATORS OR KICK SHACKLES - are used on some cars to offset steering wheel jerk. They consist of devices that permit movement of the otherwise stationary spring eye so that the ball on the drag link is not forced to move along the arc created by the compressed spring but can move along an arc near that followed when the spring is in its normal position. The jerk to the drag link, Pitman arm, and steering wheel is therefore eliminated or reduced. The shock eliminator consists of a spring-loaded shackle. When on smooth pavement, the small springs (usually coil springs) in the shackle hold it stationary, so that it acts as the usual spring eye; but a severe bump will overcome the restraining effort of the kick-shackle springs and the kick shackle will swing, thereby permitting movement of the end of the regular front spring. If the front springs are equipped with regular shackles in the rear, the road-shock eliminator is placed at the front of the left front spring.

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ADJUSTMENT PROCEDURE FOR TAPERED ROLLER FRONT-WHEEL BEARINGS: (a) Jack up wheels. (b) Remove wheel hub cap and hub grease cap. (c) Remove cotter pin from wheel-bearing nut. (d) Take up on adjusting nut, at the same time revolving wheel, until there is a slight bind sufficient to gradually stop the wheel from spinning. (e) Loosen the adjusting nut sufficiently to allow wheel to rotate freely without end play, which will be from the nearest cotter $1/12$ turn to $1/2$ turn, depending. (f) Line up nut slots with cotter hole and instal new cotter pin. Note: Do not confuse tight grease retainers or slightly dragging brakes for a tight bearing adjustment.

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TO REMOVE A TIGHT NUT: Try heating it, if it cannot be budged with a wrench. Try pouring kerosene on the nut and bolt and let it stand for an hour or so. Drill holes in the nut and split it with a chisel if it will not come otherwise.