TechTalk BY FEDERATED AUTO PARTS

Product Bulletin

Shock & Strut Replacement

We hear it all the time. "My shocks and struts seem just fine." Well, maybe to the uninformed motorist, but not to the trained professional. The average motorist assumes that the first sign of worn shocks and struts is going to be a sloppy, soft ride. What they don't realize is that the opposite is actually the truth. The first sign of shock and strut wear is a harsh ride rather than a soft one. Harsh ride in many vehicles starts occurring before 50,000 miles. The driver starts feeling every bump and the body, dashboard, or steering wheel begins making a noise.

The most common reason for the harshness can be found inside the shock or strut and is caused by first stage valve disc wear. On an average U.S. road, the shocks cycle about 1500 times per mile driven. Multiply that by 50,000 miles and you get 75 million reasons for valve wear. As the valve discs wear they allow more suspension movement. That extra movement travels into the vehicle body and makes the ride seem harsh. Then, as many of you have already discovered, replacing shocks and struts makes the ride smoother and more controlled by resisting movement better.

It's just the opposite of what most think: Instead of being softer, worn shocks actually equal a harsher ride!

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Tech Tip

Why 50,000 Miles?

Independent testing shows that most original equipment hyrdraulic and gas charged shock and strut performance degrades measurably by 50,000 miles. To improve or restore a vehicle's ride control performance, automotive experts agree with recommending replacement shocks and struts after 50,000 miles.

Two Guys GARAGE SPEED

Possible Signs of Failing Shocks

Nose Dive
The front end thrusts downward and the back end lifts upward during braking

Body Roll
Vehicle body weight tries to lift and roll during cornering

Ride Harshness
Vehicle ride feels rough, harsh, and noisy

Acceleration Squat
The front end rises and the back end lowers during initial vehicle acceleration

Traction Loss
Traction loss occurs during braking, accelerating, or cornering

Bottom-Out
When the tires move upward too agressively and are stopped by a cushion or bumper stop

Swerve
Excessive left to right or sideways vehicle movement

Tire Cupping
Evenly spaced tread wear pattern and tire noise

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Features & Benefits

The KYB OEA Advantage

- KYB is the world's largest shock and strut supplier to OE's.
- Their OE products are manufactured on KYB's OE assembly lines.
- They are designed for the Aftermarket to restore OE performance.

Restoring OE-designed performance is critical. Stopping and turning still depends on good tire traction. Good tire traction depends greatly on well-functioning shocks and struts. The ability of a vehicle's suspension system to do its job can be compromised by worn, low-quality, or under-calibrated shocks or struts.

- Worn shocks lose their critical effectiveness after 50,000 miles.
- Low-quality aftermarket shocks are engineered and perform differently from OE. The difference in performance shifts stress and wear towards other components, like brakes and tires.
- OEM parts do not compensate for wear and miles driven. Only KYB OEA products are calibrated to restore originally-designed ESC capabilities.

What Does OEA Parts Mean?

OEA stands for Original Equipment for the Aftermarket. It is the standard for all of KYB's products. "We don't believe in manufacturing a product that delivers less than the original design that it is replacing."

OEA Original Equipment Shocks & Struts for the Aftermarket™

Federated Auto Parts PROFESSIONALS®

KYB® Our Precision, Your Advantage

Federated Car Care PROFESSIONALS®