

1 Supplemental Information & Instructions  
2 for  
3 **282-710 Bushing, Girling Shock Link**  
4 **385-890 Tool Set, Girling Shock Bush Installation**  
5 **MG TC & TD with Girling Shocks**

6 **About the Bushings....**

7 When our bushings are compared to the bushings  
8 removed from the shock link, we generally get a  
9 phone call because the bushings are so different in  
10 size.

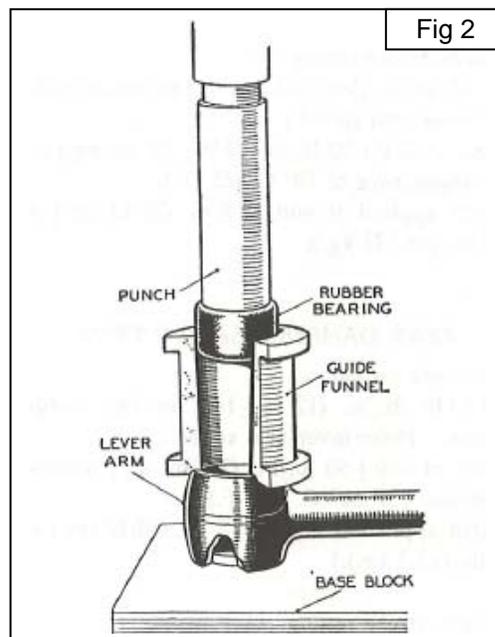
11 Moss Motors had these bushings made based on  
12 genuine new old stock replacement Girling bushings.  
13 The original bushings were 1" wide and 5/8" tall. Our  
14 bushings are the same size.

15  
16 Take a good look at the diagram from the factory  
17 workshop manual (Fig 2). It shows a "rubber bearing"  
18 that is about to be forced through a "guide funnel" by  
19 a "punch". The relative dimensions of the "rubber  
20 bearing" are clearly closer to our 282-710 than the  
21 "bushing removed from the shock link" in Fig 1.

22  
23 **But why is the bushing that came out of the shock link so very**  
24 **different in size?** Two possible reasons: The proper bushings  
25 were not available for years, and many cars were put back on the  
26 road with pieces of rubber hose or any number of rubber bushings  
27 that fit more or less. The bushings cut from tubing generally have  
28 square cut ends with sharp edges. The old bushing shown in Fig 1  
29 has the rounded edges characteristic of an original bushing, so  
30 these may in fact be OE. The bushing is forced into a small hole  
31 and a large pin is forced through it, and it is deformed as a result.  
32 After years of this abuse, the bushing that comes out looks nothing  
33 like the one that went in.

34  
35 **But this bushing is so large, there is no way to install it!**

36 The bushing is impossible to install without the proper tools. (See  
37 Fig 2). Indeed, the Factory Shop Manual states "Special tools, as  
38 shown in Figs. L4 and L5, are necessary" and, for once the book  
39 are absolutely correct. Moss has reproduced the tools and they  
40 are available under 385-890. While the installation is possible with  
41 the special tools, possible is not the same as easy! With the tools,  
42 you will be successful eight out of ten times, so buy some extra  
43 bushings. Please see the next page for the instructions on using  
44 the tools.



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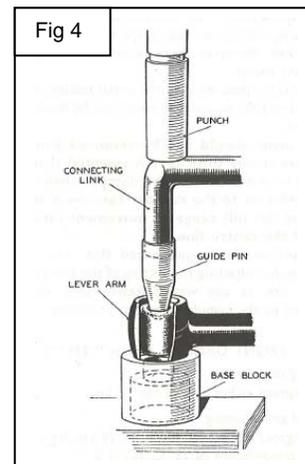
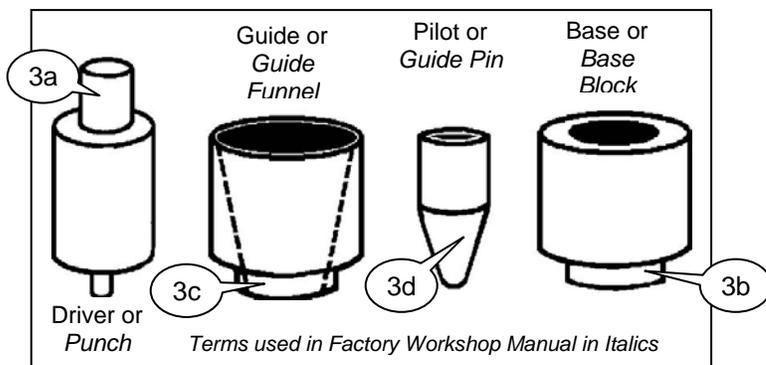
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## 385-890 Tool Set, Girling Shock Bush Installation

The kit contains four pieces: Driver, Guide, Pilot and Base. These pieces are used in combination to install the 282-710 original-style bushings in both the shock absorber arm and the shock link. They will also properly locate the link mounting stud in the link and the link in the shock absorber arm.



The easiest way to do this is with a drill press and an assistant, and that is how these instructions are written. If you do not have access to a drill press, a large bench vise can be used with the tool kit to squeeze the parts together but this makes the job more difficult. With either method, special care is needed when pressing the link through the bush in the shock arm, as the link will try to tilt sideways, which is why you need another pair of hands. **IMPORTANT:** We suggest that you use water mixed with liquid detergent as a lubricant during installation. The bushing will move in the eye (and the shock link in the bushed eye) until the lubricating medium has dried. If you wait 24 hrs after installing the bushing before pressing in the link or stud, the bushing will be less likely to move around. Do not use silicone spray or grease. **Before you Begin:** It is imperative that all traces of the old bushing, paint, and dirt be removed from the eye. Hone the eye with a small brake cylinder hone or sand with emery cloth to ensure that the surface is smooth and clean.

### Step 1: INSTALLING THE BUSHING IN THE EYE OF A LINK OR AN ARM.

Insert the long end (3a) of the Driver in the drill chuck. Set the Base on the drill press table, about 3.5" beneath the Driver. Position the eye of the link or shock arm on the base with the raised lip of the Base (3b) inside the eye. Place the guide on top of the eye with its step (3c) inside the eye. Wet the outside of a 282-710 bushing with a water/detergent mix. Place it in the top of the tapered guide. Lower the drill press so that the tip of the Driver centers in the bushing, then continue pressing until the bushing pushes out of the guide. It should now be centered in the eye, an even distance from each end.

### Step 2: INSTALLING THE STUD IN A BUSHED LINK

**IMPORTANT NOTE:** Be sure the stud is clean and that you are pressing the stud into the link from the correct side, relative to the bent end of the link.

Remove the Driver from the drill chuck, and close the jaws of the chuck. Fit the Pilot over the end of the stud. Liberally lubricate the Pilot taper (3d). With the link positioned over the base, still on the drill press table, point the Pilot into the center of the bushing and lower the drill press so that the chuck presses on the threaded end of the stud. Hold the link tightly so that it cannot be squeezed up off the Base, while you continue to lower the chuck. When the stud is properly positioned, the Pilot will drop off into the Base.

### Step 3: INSTALLING THE LINK INTO THE SHOCK ARM (Fig 4)

**IMPORTANT NOTE:** Once again, be sure that you are pressing the link into the correct side of the shock arm. Open the chuck so that you have as wide and flat a pressing surface as possible. Position the bushed shock arm over the Base, fit the Pilot onto the end of the link and lubricate liberally. Aim the Pilot onto the center of the bushing and position the link so that the drill chuck bears down on it just behind the bend. Maintain an upward pressure on the eye end of the link while pressing down with the drill press.

This will help prevent the Pilot from entering the bushing at an angle. Continue pressing until the link has passed all the way into the bushing and the Pilot has dropped off into the Base.

Until the lubricant has dried, the link will turn in the bushing, enabling it to be aligned correctly. However, do not drive the car until the lubricant has had at least 24 hours to dry.