



WARNING SIGNS THAT SHOCKS AND/OR STRUTS NEED TO BE REPLACED:

- > Excessive tire bounce
- > Premature and/or uneven tire wear
- > Reduced handling and/or braking performance
- > Excessive “body roll” during cornering
- > Noise and suspension vibration
- > Excessive “rear end squat” during acceleration
- > Poor tire-to-road contact
- > Excessive “nose dive” during braking
- > Up and down oscillations continuing long after a bump
- > Vehicle leans and sways on turns

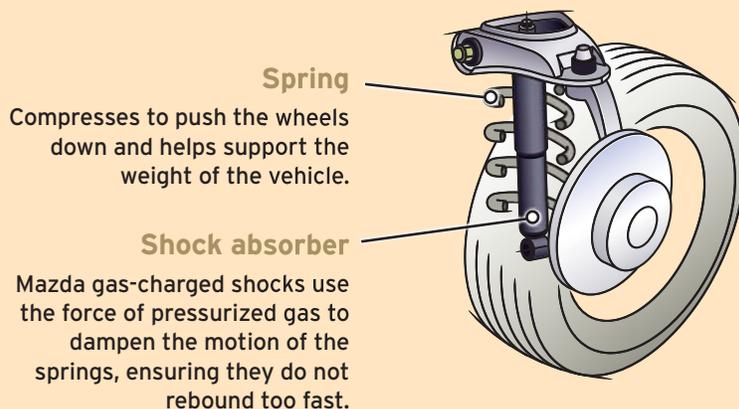
ADVANTAGES OF REPLACING WORN SHOCKS OR STRUTS:

- > Better vehicle control and handling
- > Improved braking performance
- > Improved gas mileage (since tires remain in contact with the road)
- > Helps prevent premature tire wear



HOW DO SHOCK ABSORBERS WORK?

Shocks provide resistance by forcing hydraulic fluid (oil) through valves in the piston as it moves up and down. Because the oil cannot be compressed, only a certain amount of fluid can be forced through the valves, creating resistance to vehicle movement. Shock absorbers are generally used on cars and light trucks with rear-wheel drive suspension systems, and may also be used on the rear wheels of front-wheel drive cars with front strut suspensions.



PRODUCT KNOWLEDGE SHOCKS AND STRUTS

Vehicle safety depends on the interaction of your tires, brakes and suspension components. A driver’s ability to steer and brake depends on having firm contact between the vehicle’s tires and the road. Shock absorbers and struts help ensure this contact remains secure. Worn shocks and struts can allow excessive vehicle bounce, roll, sway, dive and acceleration squat. These factors affect a tire’s ability to grip the road.

“ENJOY A SMOOTH RIDE”



Shock absorbers stroke on average 1000 times for every kilometre travelled. Replacing worn shocks and/or struts can help restore a “new ride” feel. Worn shocks can also be the cause of premature tire wear and alignment problems – if these problems are uncovered during the vehicle inspection, check the shocks for signs of wear. Over time shocks and struts deteriorate and lose their ability to perform. Because performance decreases gradually, they should be inspected on a regular basis.



KEEPING
THE EMOTION
IN MOTION.



Mazda shock absorbers and strut assemblies offer consistent performance under varying road and weather conditions and are designed to fit all Mazda vehicles. Premium gas-charged Mazda shocks provide superior comfort and control, virtually eliminating shock fade.



HOW DO STRUT ASSEMBLIES WORK?

A strut integrates numerous suspension parts into one compact assembly, including the coil spring, shock absorber and steering components. Struts are used on the front end of almost all front-wheel drive vehicles.

Strut housing

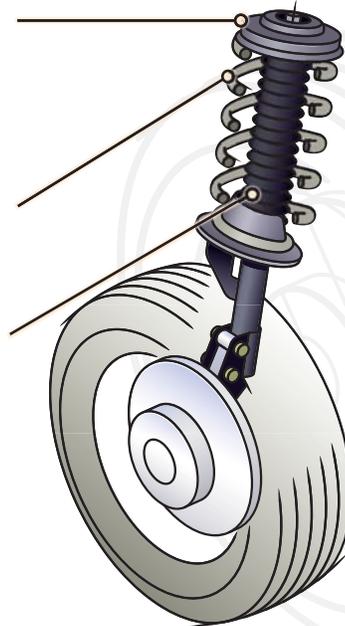
Contains the spring/shock system, and connects the upper strut bearing to the steering system so the entire assembly can pivot when the steering wheel is turned.

Spring

Compresses to push the wheels down and helps support the weight of the vehicle.

Shock absorber

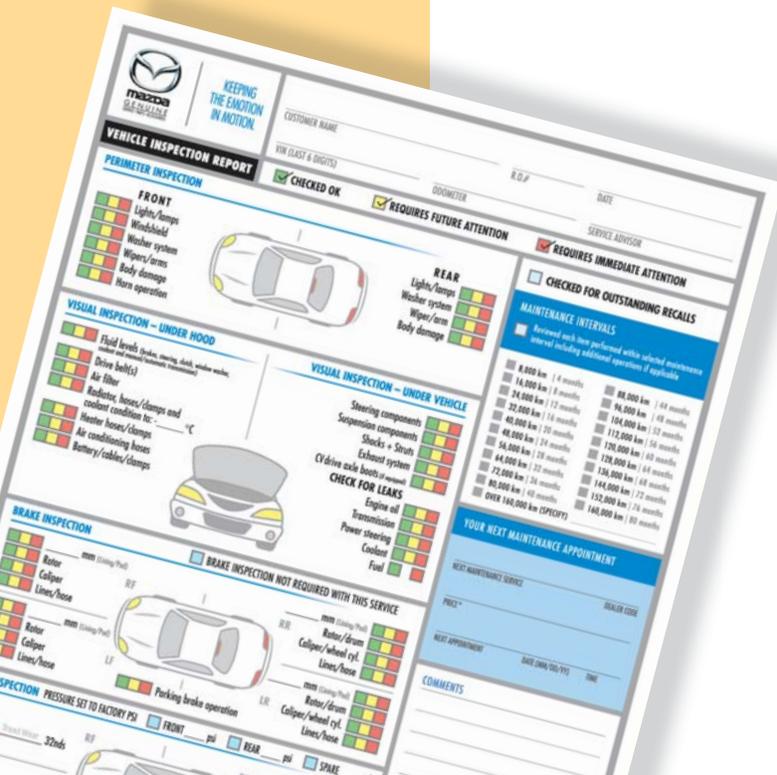
Dampens spring movement.



CHECK IT ON THE VEHICLE INSPECTION REPORT

Mazda Technicians will perform a visual inspection of the shocks and/or struts and indicate a green, yellow or red result on the Vehicle Inspection Report depending on wear or damage. Technicians will:

- > Check for worn or loose mounting bolts, rust or loose or bent components.
- > Road-test the vehicle if the customer complains of shock problems (such as a bumpy ride or stiff steering).



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