Strut Cap Noise Diagnostic

When installing Dobinsons strut top plates, the shaft nut must be fully bottomed out on the threaded portion of the shock shaft. The shock shaft is not fully threaded, so the nut must be tightened until it reaches the end of the threads in order to properly clamp the top plate.

If the shaft nut is not bottomed out on the threads, the shaft can move laterally during suspension travel. This movement will cause the lipped bushing to wear through, resulting in metal-to-metal contact between the shaft and strut cap.



This condition can lead to:
-Squeaking or clunking noises
-Damage to the strut cap
-Accelerated bushing wear
-Potential shock shaft failure

Inspection & Corrective Action:

If the shaft has worn through the bushing but the strut cap shows no signs of damage, the bushing must be replaced.

If the strut cap shows any signs of wear or deformation, the strut must be fully disassembled and inspected. A replacement strut cap will be required, and in some cases a new shock shaft may also be necessary.

Always confirm the shaft nut is tightened until it bottoms out on the threaded section of the shaft and securely clamps the top plate. Do not rely on resistance alone—ensure the nut has reached the end of the threads.

