

Thanks to Daveyboy for playing photographer and lending a hand, it is a 2 man job getting the shock assembly back in.

1. Jack car up and remove wheel, support car with axle stand!



2. Have 2 spare coupes in reserve to use incase you give up on yours.



3. Unbolt and release top of droplink from shock.



4. Unbolt track rod end.



5. You'll need a ball joint splitter to pop the TRE out of the hub



6. Unbolt cable/brake pipe tidy metal bracket holder thingy.



7. Undo pinch bolt that holds bottom of shock, tap or lever hub away from shock.



8. Slacken BUT DO NOT UNDO top shock bolt, you'll need it loose for when its off but this bolt retains the coil springs tension.



9. Unbolt and remove top shock mount torx bolts x 3. The shock will now literally just drop out of the wheel arch as an assembly, use spring compressors to take the tension of the spring and remove top mount. Old bearing will need prizing away from the inner of the top mount.





10. Old bearings will look something like this, it shouldn't be in 2 pieces! 😱



11. New bearing.



12. Fitted, cleaned and copper greased up.



Re fitting can be awkward as someone needs to be in the wheel arch holding the shock in place whilst someone else is under the bonnet putting the 3 torx bolts back in. Also note whilst refitting the shock leave all bolts slack until its back in the hub and TRE/links are back on, you'll need this for movement. Dont forget to tighten them back up when everything in the wheel arch is back together and tight.