
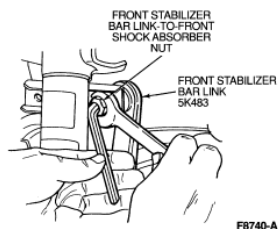



Strut and Spring Assembly**Removal**

1. Raise the vehicle on a hoist.
2. Remove the front wheel and tire assembly.
3.  **CAUTION:** To avoid damage to the 6mm drive hole in the front stabilizer bar link ball stud, do not use an Allen wrench to break loose or tighten to final torque the front stabilizer bar link-to-front shock absorber nut.

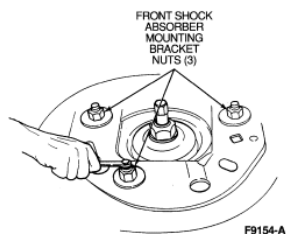
Remove the stabilizer bar link retaining nut and disconnect the link from the strut.




4.  **CAUTION:** Do not allow the halfshaft to move outboard. Over extension of the CV joint may result in the separation of internal parts, causing failure of the joint.

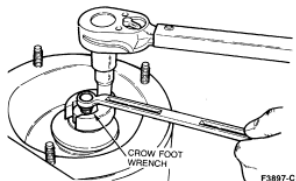
Remove the strut assembly-to-steering knuckle pinch bolt. If required, slightly spread the steering knuckle to ease the removal of the strut. Pry down on the lower control arm and roll the strut base out of the knuckle. Do not pry on the halfshaft, as damage may result. Wire the steering knuckle up to prevent the halfshaft from moving outboard.

5. Partially lower the vehicle.
6. Support the strut assembly and remove the top three mount-to-strut tower nuts. Remove the strut assembly from the vehicle.



7.  **CAUTION:** The strut assembly is under spring tension. Attempting to disassemble the strut without properly compressing the spring can result in injury.

Using a suitable spring compressing tool, slightly compress the strut spring to relieve initial tension. Loosen the upper rod nut. Continue to compress the spring until the tension is relieved. Remove the upper rod nut.



8. Remove all upper mounting parts, coil spring, and coil spring isolators from the strut and save them for reassembly. Carefully note the position of each part during removal to ensure proper reassembly. Inspect each part for wear and damage as it is removed.

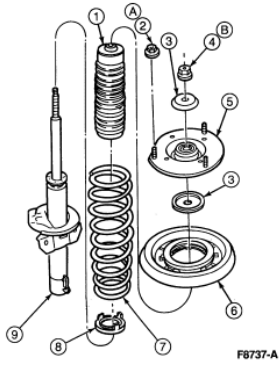
Installation

1.  **CAUTION:** The bearing and seal assembly is press-fit onto the upper mount. The mount washers must be installed in the correct orientation.

NOTE: Be sure to check the spring insulator for damage before assembly. If the outer metal splash shield is bent or damaged, it must be carefully bent back, so it does not touch the locator on the bearing and seal assembly.


NOTE: New gas struts are shipped with the rod in a locked down position. To extend the new strut, remove the external tie down and/or rotate the upper end of the rod, counterclockwise.

Install the coil spring insulator, coil spring, and upper mounting parts to the new strut assembly. Make sure the spring is correctly seated in both spring seats.

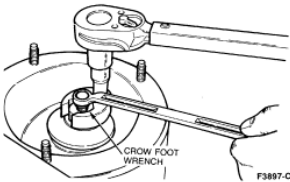


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Item	Part Number	Description
1	—	Dust Boot (Part of 18045)
2	N803826-S100	Front Shock Absorber Mounting Bracket Nut (3 Req'd)
3	N803952-S100	Washer
4	N808625-S100	Front Shock Absorber Nut
5	18183	Front Shock Absorber Mounting Bracket
6	3B455	Front Suspension Bearing and Seal
7	5310	Front Coil Spring
8	5414	Front Spring Insulator
9	18045	Front Shock Absorber
A	—	Tighten to 35-40 Nm (25-30 Lb-Ft)
B	—	Tighten to 55-63 Nm (40-46 Lb-Ft)

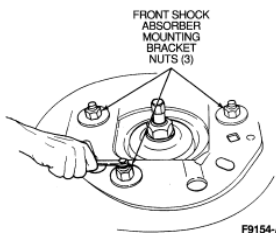
2.  **CAUTION: Do not over tighten the lock nut; damage to the lock nut or piston rod could result.**

Install new rod lock nut and tighten it to 55-63 Nm (40-46 lb-ft).



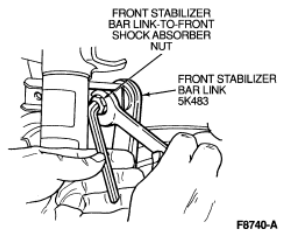
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3. Remove the spring compressing tool.
4. Position the strut assembly into the vehicle. Install the three mount-to-strut tower nuts. Tighten the nuts to 35-40 Nm (25-30 lb-ft).



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5. Partially raise the hoist.
6. Position the strut assembly to the steering knuckle. Install the pinch bolt and tighten it to 115-132 Nm (85-97 lb-ft).
7. Position the stabilizer link to the strut assembly and install the retaining nut. Tighten the nut to 90-100 Nm (66-74 lb-ft).



8. Install the front wheel and tire assembly.
 9. Lower the vehicle.
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