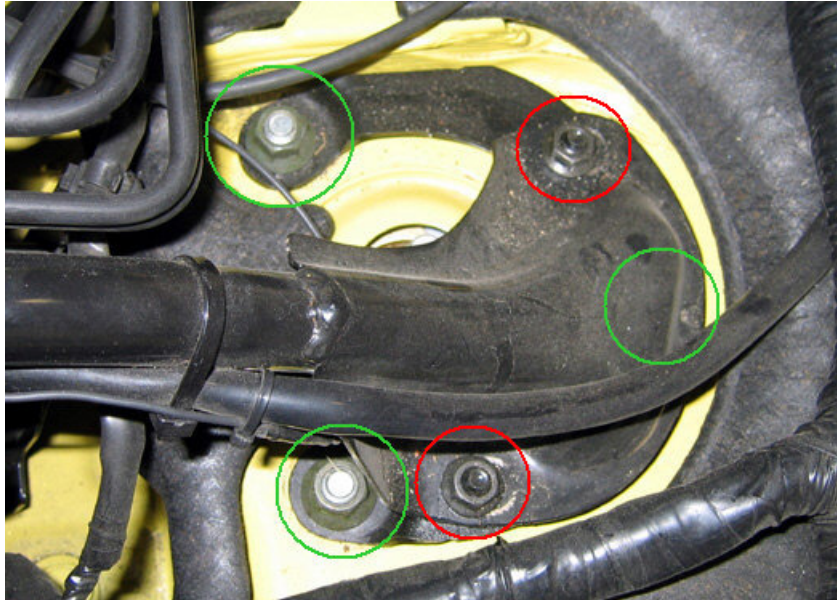


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Note: All the images and directions shown here are for the left side of the car.

Step 1: Jack up the front of the car and place it on jack stands. [See this page](#) for additional details. Once that's done unbolt and remove the front wheels.

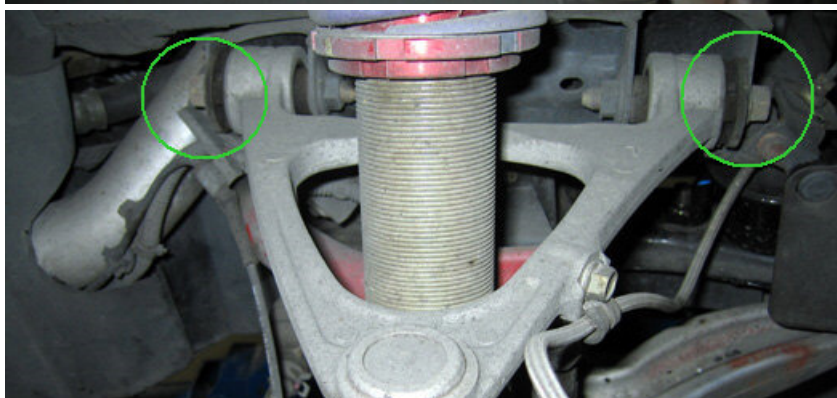
Step 2: Use a 12mm socket to remove the two nuts circled in red.

Step 3: Once these nuts are removed from both sides of the car, remove the front strut brace and set it aside.

Step 4: Use a 14mm socket to remove the three nuts circled in green. One of these nuts is underneath the strut brace. Remove the bracket underneath.



Step 5: Use a 17mm socket to remove the bolt and nut circled in red.



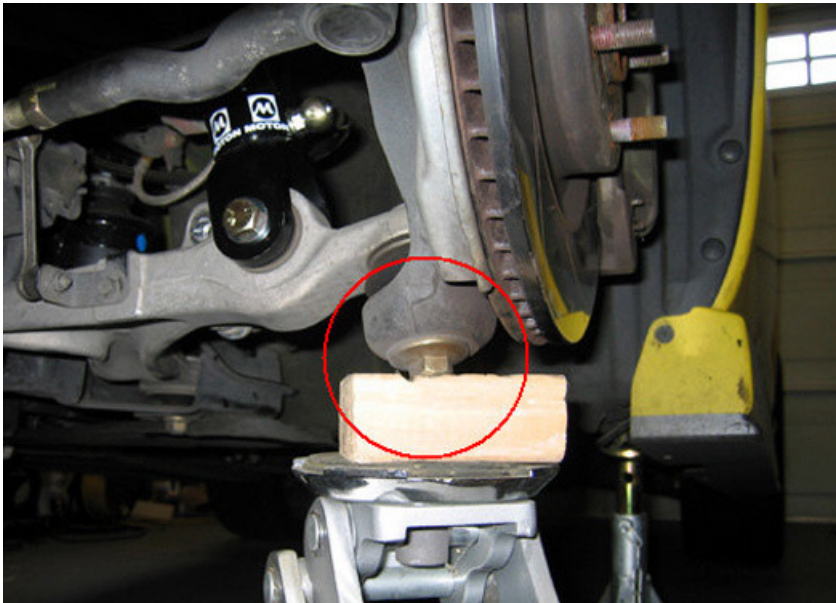
Step 6: Unbolt the front sway bar circled in red.

Step 7: Use a 17mm socket to remove the upper control arm bolts circled in green. Be careful to support the wheel hub while removing the last bolt so you don't break the ABS sensor line. At this point you can lower the shock assembly to clear the wheel well and lift it out.

Step 8: If you are reusing the stock spring, you will need a spring compressor. Most local auto shops rent a type that uses long screws to compress the spring on either side. User of this kind of spring compressor is



much quicker when using an impact wrench. Follow the instruction manual that comes with the spring compressor..



Step 9: Insert the new shock assembly and tighten the three nuts from Step 4. Remember to replace the bracket you removed before tightening the three nuts.

Step 10: Insert and tighten the bolts from Steps 5 and 7 but don't tighten them all the way.

Step 11: Use an extra floor jack to raise the wheel hub (circled in red) to normal ride height. You'll know you reached that point when the body starts rising as well.

Step 12: Finish torqueing the bolts in Step 10. If you don't do this while everything is compressed the ride height will be affected.

Step 13: Remove the extra floor jack and reassemble the remaining parts in reverse order. You're done!