



1. Put the car into gear or park and apply the hand brake, loosen the front wheel nuts on one side, raise the vehicle on a trolley or bottle jack under subframe or on both chassis rails at the same time and then support the vehicle with axle stands under the chassis.
2. The following applies to both sides of the vehicle.
3. Remove the front wheels.
4. Disconnect front anti-roll bar.
5. Undo the nut on the bottom of the shock absorber and remove the bolt.
6. Undo the 3 nuts securing the shock absorber turret to the chassis bracket. Withdraw the shock assembly.
7. Slacken off the front upper arm pivot bolts.
8. Install new shock/spring assembly into position. Loosely fit top mounting nuts and loosely fit lower bolt.
9. Re-connect antiroll bar.
10. Re-fit the front wheels.
11. Put the car into gear or park and apply the hand brake, loosen the rear wheel nuts on one side, raise the vehicle on a trolley or bottle jack under rear axle and then support the vehicle with axle stands under the chassis.
12. Disconnect the anti roll bar links.
13. Remove the brake hose retaining clips where they are attached to the axle
14. Disconnect the bracket on the top of the diff that connects the rod to the sensor.
15. Lower the axle as far as possible ensuring the brake hoses and ABS wires are not stretched. Keep support under the axle.
16. Remove the shocks and lower axle far enough to withdraw the spring, keeping an eye on the brake hose ensuring it is not stretched.
17. Remove coil spring wrap from old springs, noting its position, and install on new springs. Fit the new coils.
Note, this is longer so the axle will need to be lowered further still. Again, check brake hose is not stretched.
18. Jack the axle back into position, such that the shocks can now be re-fitted.
19. Refit rear shocks and install retaining nuts loosely.
20. Reconnect sensor bracket
21. Refit brake hose retaining clips..

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22. Reconnect the anti roll bar links..
23. Lower the vehicle to the ground.
24. It is now necessary to slacken off all the pivot point bolts on the trailing arms, both front and back of all 4 arms. Failure to do so will result in a “jittery” ride.
25. Re-tighten all pivot point bolts.
26. Tighten shock retaining nuts.
27. Tighten front upper control arm bolts, lower shock bolt and the 3 top nuts. .
28. With installation complete, it will now be necessary to carry out a full wheel alignment.
29. Unless specifically required otherwise, this should be done to the vehicle manufacturers settings.

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