

KYB GR-2 Front Strut (94-04 All):

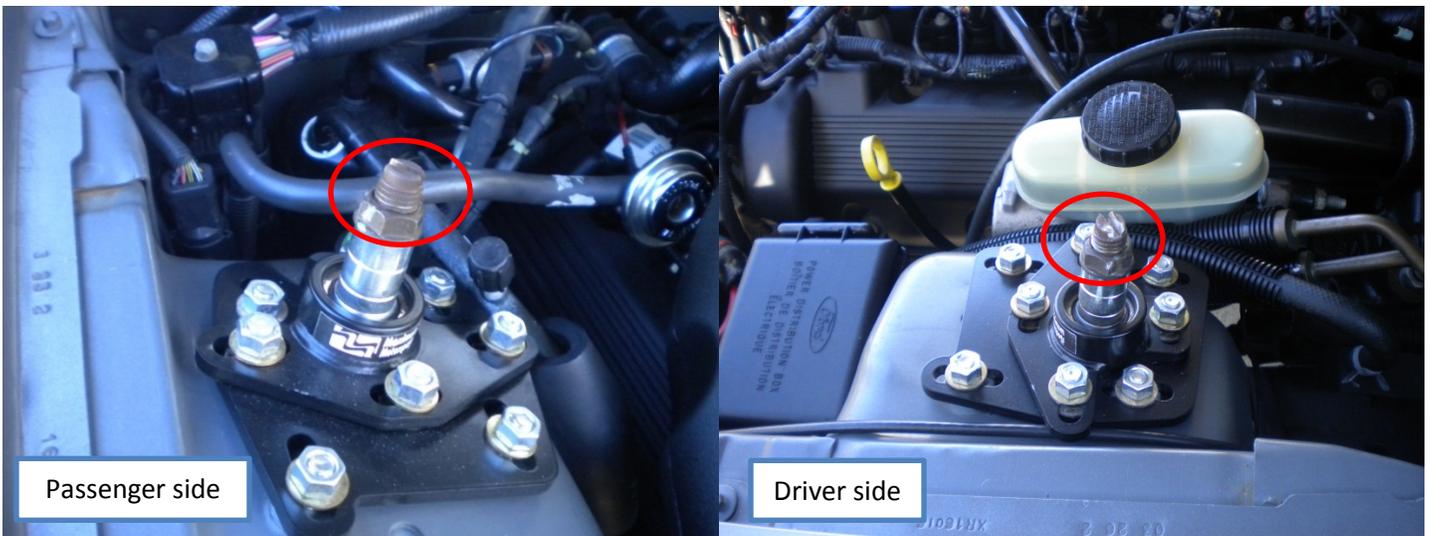
Tools Required:

- ✓ Floor jack
- ✓ (2) Jack stands
- ✓ Ratchet
- ✓ 15/16" socket
- ✓ 13/16" socket
- ✓ 5/16" socket
- ✓ Flat head screwdriver
- ✓ Large adjustable wrench or 13/16" and 15/16" wrenches
- ✓ (4) bricks or wheel chocks
- ✓ Lug wrench

Time Required: Approximately 1.5 hours

Removal Procedure:

1. Raise and secure hood. Disconnect negative battery terminal lead using ratchet and 5/16" socket.
2. Engage emergency brake and put transmission in gear; automatic transmission - use Park.
3. Using the lug wrench, loosen the (5) lug nuts on each of the front wheels.
4. Place bricks or wheel chocks in front and behind each of the rear wheels.
5. Carefully raise car onto jack stands with floor jack.
6. Once vehicle is secured on jack stands, proceed to finish removing lug nuts and remove front wheels from car.
7. Starting on one side, move floor jack under the lower control arm and slightly lift, only to put a slight load on it.
8. Locate and remove the strut top nut using adjustable wrench, or 13/16" wrench, and a flathead screwdriver. The flathead screwdriver is used to keep the strut from turning while removing the top nut.



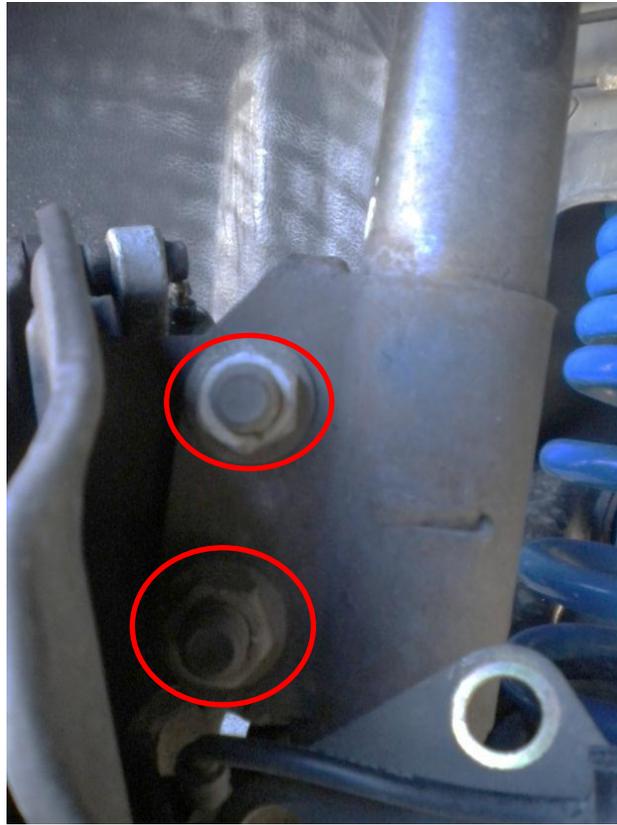
Demonstrating the use of the flat head screwdriver to keep strut from turning



9. After the top nut is removed, lower the jack back down slowly. It is normal for the strut to now be slightly lower than it was originally.
10. Using the 15/16" socket, remove the nut holding the brake line bracket to the strut. Move this out of the way in order to have clear access to the (2) 15/16" nuts holding the bottom of the strut to the spindle.

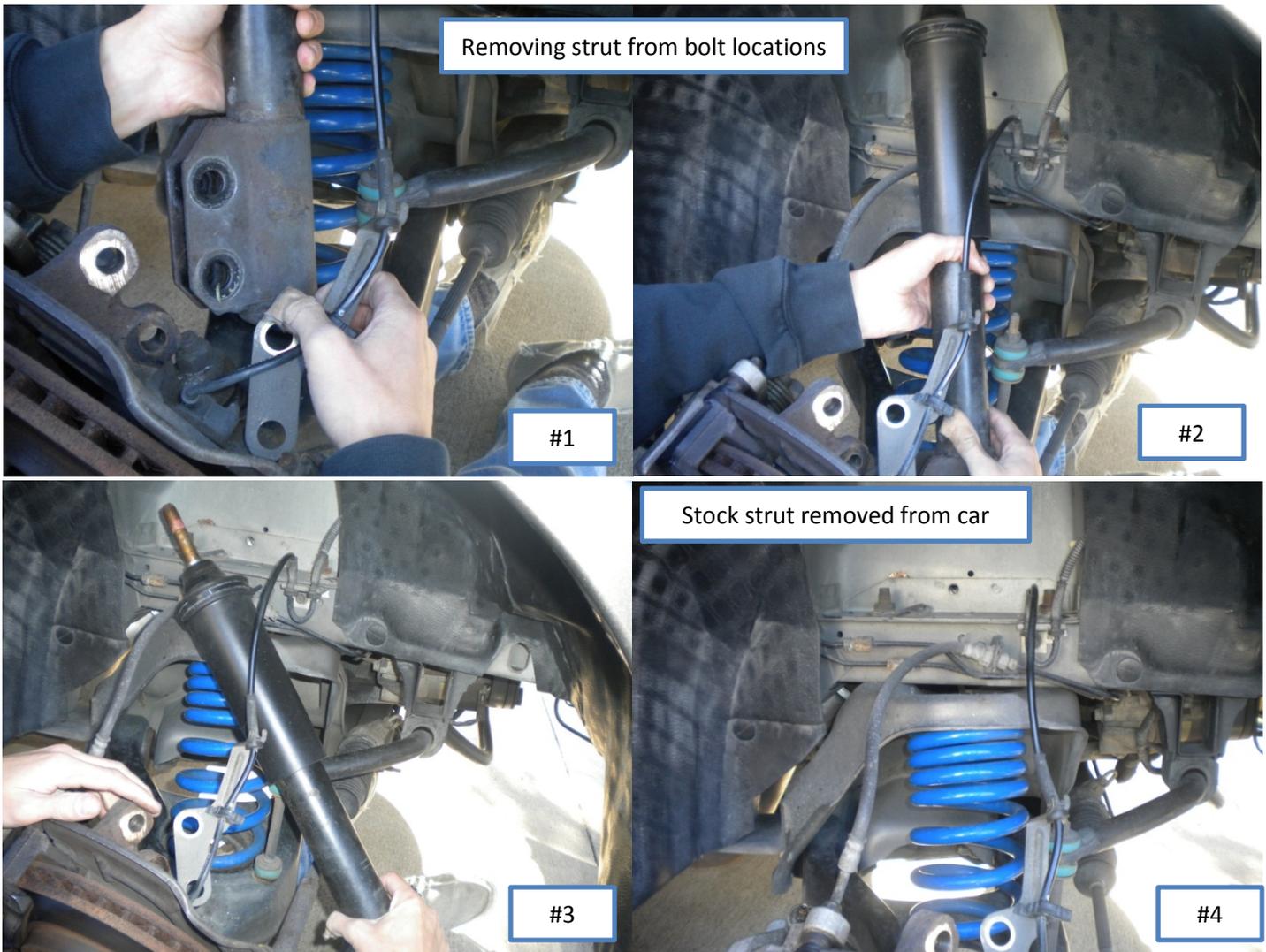


11. Remove the (2) 15/16" nuts while holding the 13/16" bolt that each nut is attached to.



Arrow points to
13/16" bolt head

12. Remove the bolts. Then carefully remove the factory strut from car by lowering it down the strut tower.



Installation Procedure:

1. Transfer dust shield from factory strut to new strut by sliding the dust shield off the old one and pressing it back on the new one.



2. Once this is completed, begin the installation by guiding the top of the strut into the strut tower and through the caster camber plates.

- Using the floor jack, raise the lower control arm to help orient the struts (2) bottom holes with their respective spindle locations. Reusing the factory hardware, place the bolts through their respective places; remember the head of the bolt points to the rear of the car and then install the nuts onto the (2) bolts.



- Very tightly secure the nuts and bolts using a 15/16" socket for the nut and 13/16" socket for the bolt.
- Re-install the brake line bracket to the bottom of the strut using the 15/16" socket. Do not put this nut on too tight; it is only there to hold a brake line bracket.



- Moving to the top of the strut tower, start the top nut (included) by hand. Tighten down using the adjustable wrench, or 15/16" wrench, and a flathead screwdriver to keep the strut from turning.



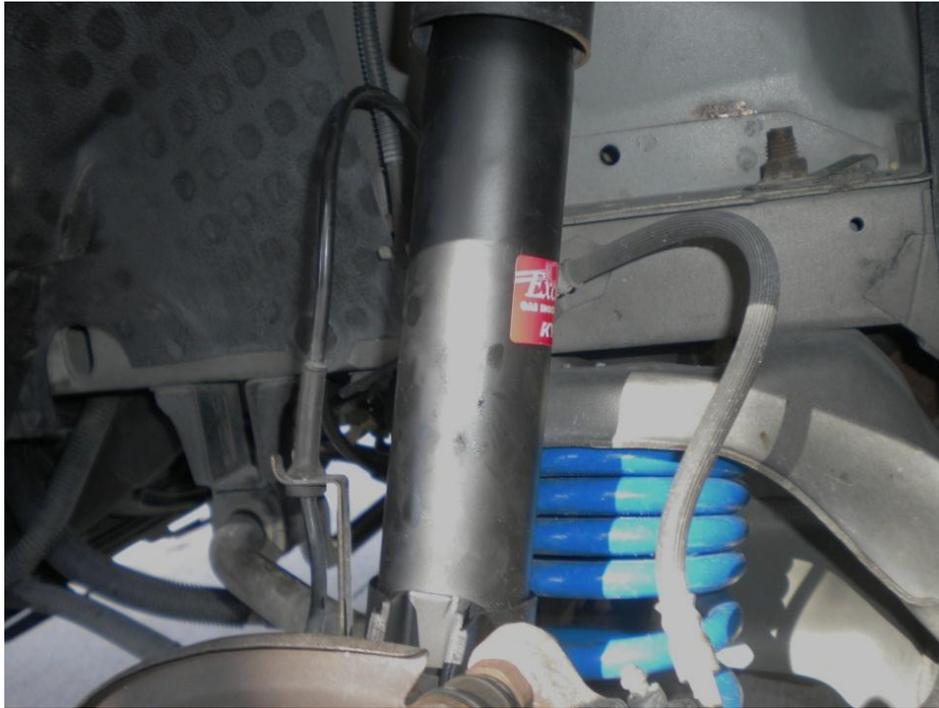
- Lower the lower control arm and ensure the top nut on the strut is very tight.
- Repeat the above removal and installation procedures for the other side of the vehicle.
- Once both struts are installed, ensure both top nuts are tightened, remount the front wheels and hand tighten the lugs.



- One side at the time, raise the car off the jack stand and carefully lower vehicle to where the tire is barely loaded. Torque lugs in a star pattern.

11. Proceed to lower the car all the way down and move the bricks/wheel chocks out of the way.
12. Re-connect the negative battery terminal using the 5/16" socket and lower the hood.
13. Take vehicle on a short drive with the window(s) down and radio off, carefully listening for any abnormal noises.

Enjoy your improved ride and steering response!



Installation Instructions written by AmericanMuscle customer John Collmann 12.5.11