

13. This is now where an air compressor and a nut runner make life easier. Undo the nut on top of the shaft, again the small spark plug socket 5/8. If you don't have air tools you may need to hold the shaft while you undo the nut. You should now have this.



14. Well that's half the job done or a quarter if you are doing both sides. Remember to swap over the rubber from the bottom of the strut to your new one and gaiter from the centre.

15. Re fitting is the reverse process.

16. When you re fit make sure that the spring is seated correctly on the bottom of the strut and the rubber at the top is fitted up to the spring.

Just as a side note some of you may have noticed that my rear brakes were removed, this is not required for this job. I was doing the brakes as well.