

TRUHART SHOCKS/STRUTS INSTALL GUIDE



TOOLS/ITEMS YOU WILL NEED

- TRUHARTS SHOCKS/STRUTS
- SOCKET WRENCHES
- 10MM, 14MM, 17MM, 19MM SOCKETS
- CAR JACK + JACK STANDS
- BREAKER BAR
- SPRING COMPRESSORS
(UNLESS YOU HAVE LOWERING SPRINGS)

OPTIONAL ITEMS

- AIR TOOLS/AIR COMPRESSOR
- VICE GRIPS
- AN EXTRA JACK

STEP 1: PREP

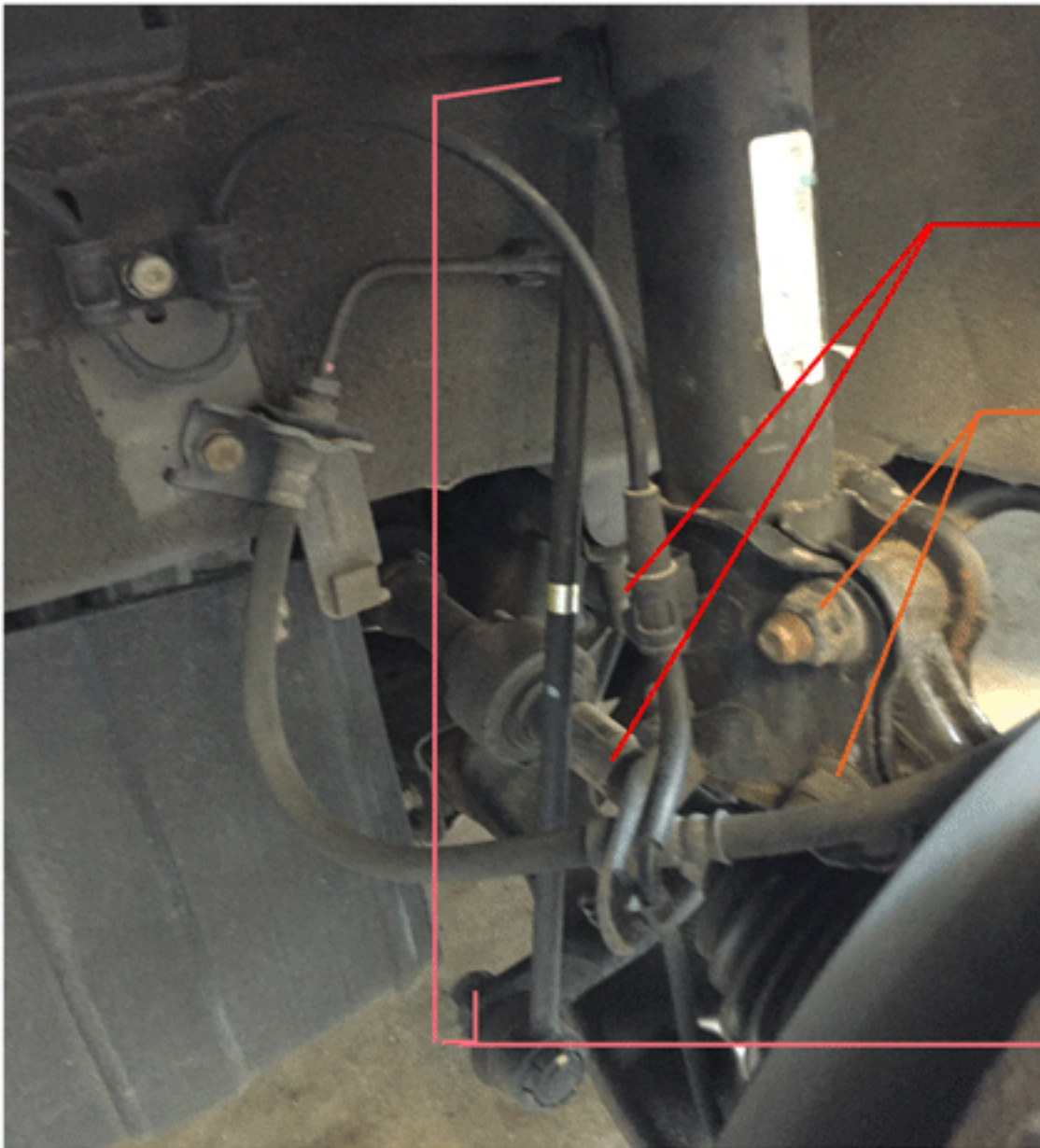
- BREAK LOOSE THE LUGS FOR THE WHEEL
ON THE CORNER WHERE YOU WILL START.

*THIS TUTORIAL STARTS WITH FRONTS

- JACK UP YOUR CAR , AND PLACE THE CAR
ON JACKSTANDS.

- REMOVE THE WHEEL



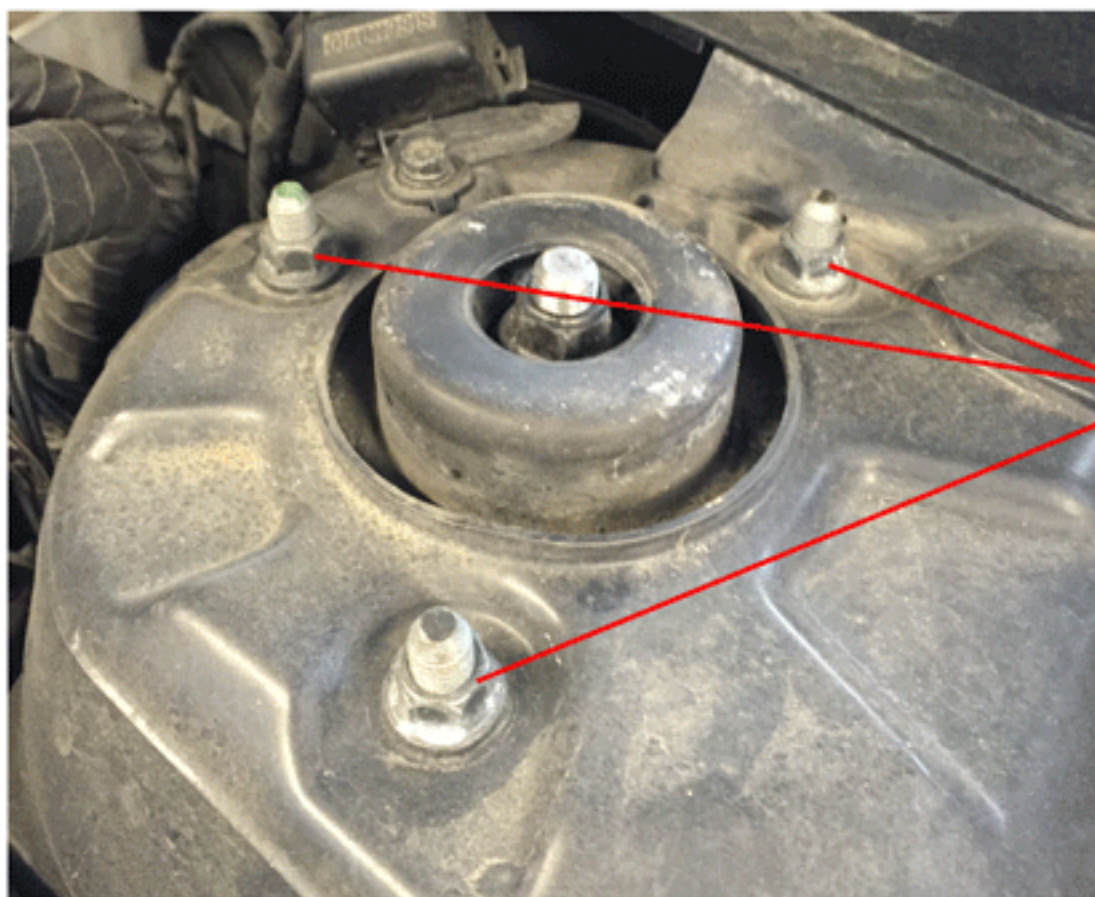


STEP 2: REMOVAL

- REMOVE THE BOLTS HOLDING THE HOSES
10MM
- REMOVE THE MAIN STRUT BOLTS
17MM NUTS, 19MM BOLT
- REMOVE THE ENDLINK BOLTS
17MM NUTS



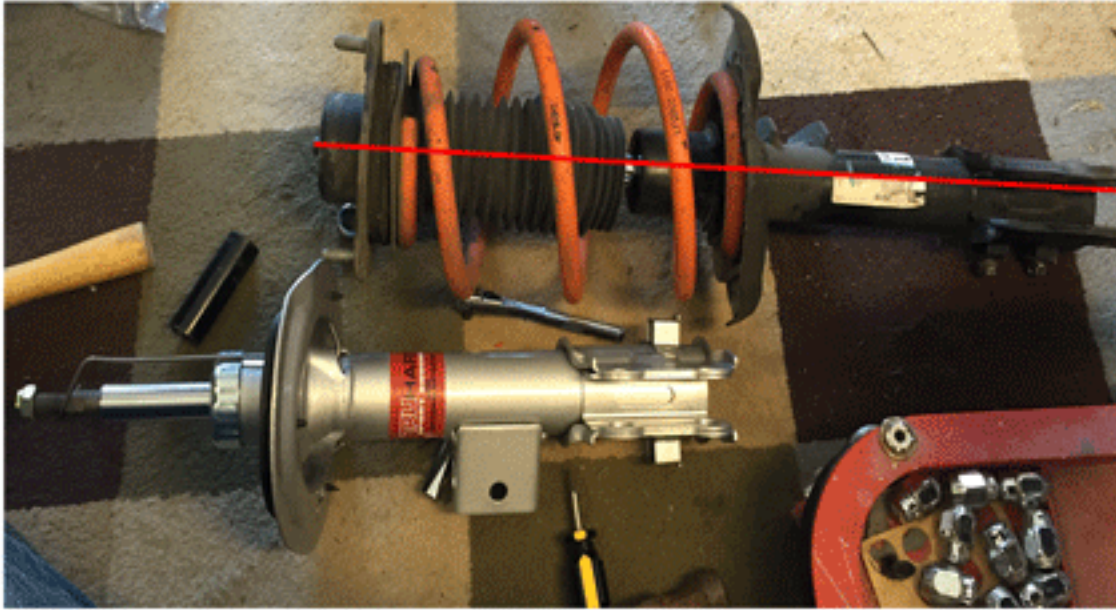
- PROTIP: USE AN EXTRA JACK TO LIFT UP THE KNUCKLE ASSEMBLY TO ALLEVIATE PRESSURE ON THE ENDLINK. THIS WILL ALLOW YOU TO PULL IT OUT WITH EASE.



**- REMOVE THE THREE BOLTS ON TOP
14MM**



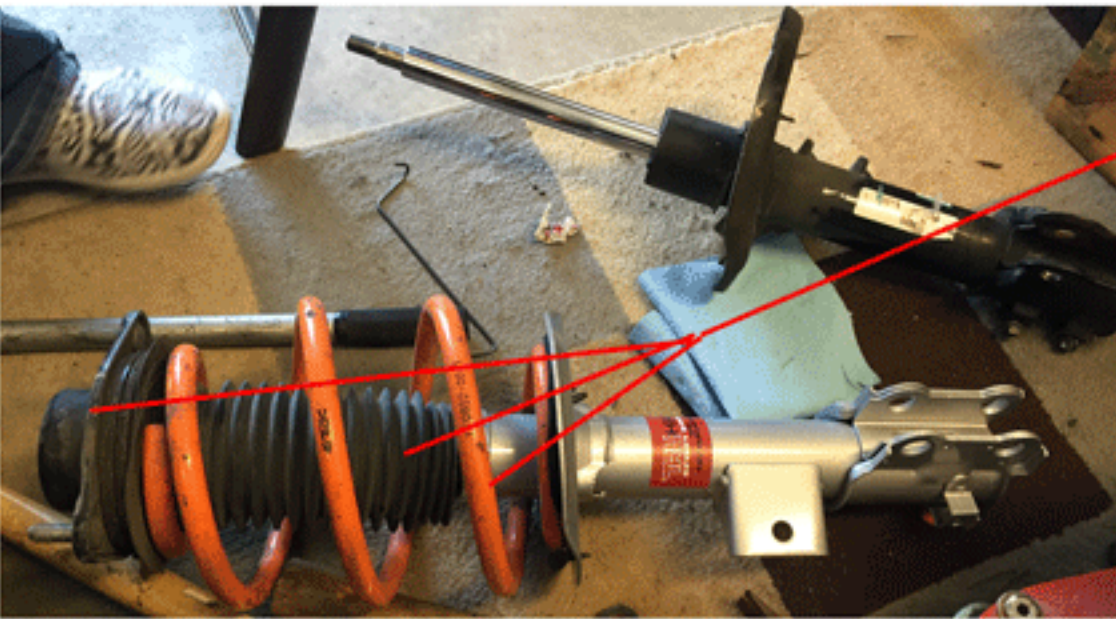
- REMOVE THE STRUT ASSEMBLY



STEP 3: SWAP

- REMOVE THE TOP NUT ON THE OEM STRUT
17MM

* REMOVING THE OEM SPRINGS
CAN BE DANGEROUS WITHOUT
COMPRESSING THEM FIRST.



- RELOCATE YOUR SPRINGS, TOP HAT,
AND PLASTIC SHROUD TO THE TRUHART
STRUT ASSEMBLY

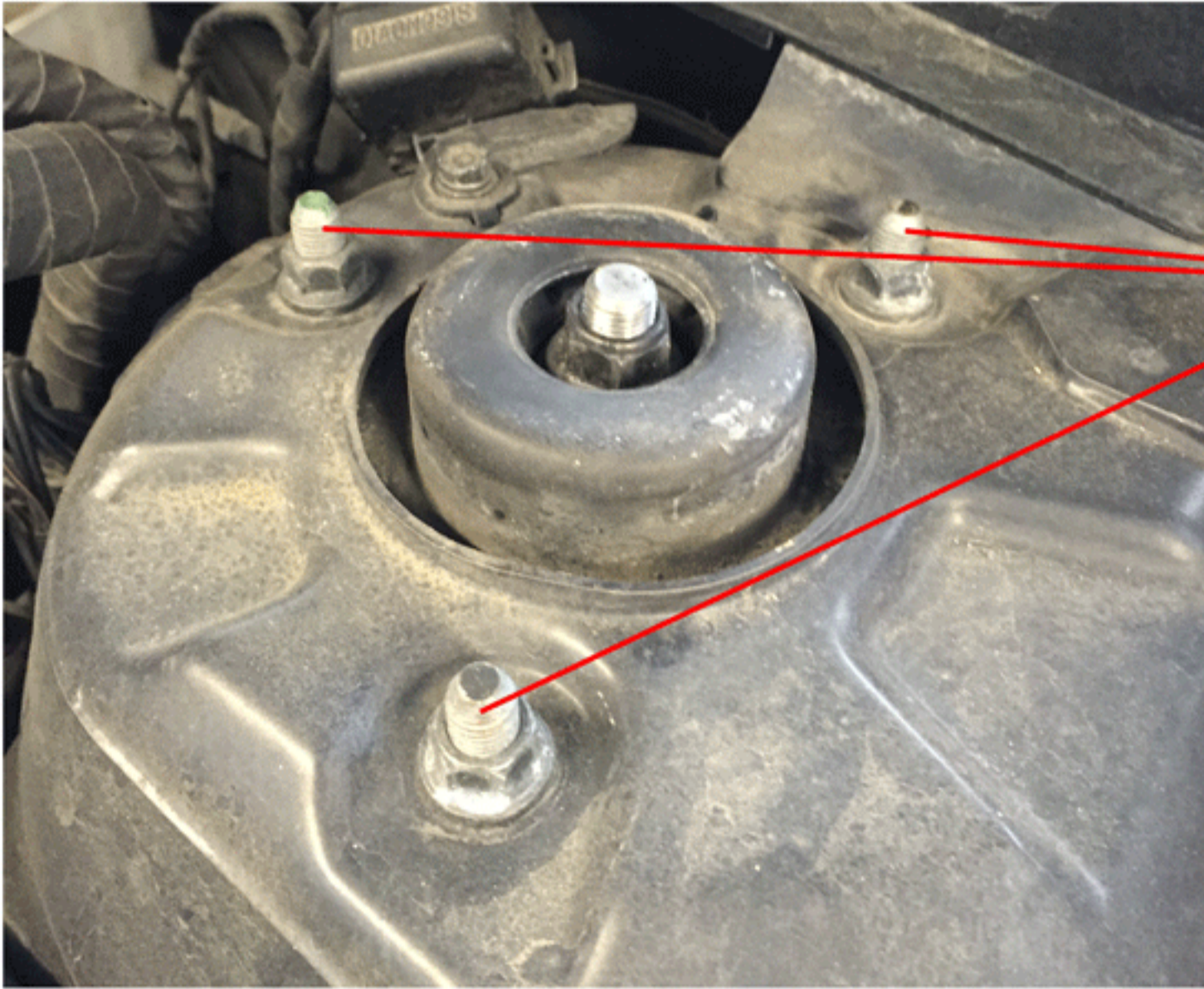
* IF YOU HAVE LOWERING SPRINGS
INSTALLED AS SHOWN IN THE PICS,
YOU WILL NOT NEED COMPRESSORS
TO GET YOUR SPRINGS BACK ON. YOU
CAN PUSH THE TOP HAT DOWN BY HAND.



- REPLACE THE TOP NUT ON THE OEM STRUT
17MM

* USE THE OEM NUT IF IT'S IN GOOD
CONDITION, IT'S STRONGER THAN
THE NUT PROVIDED.

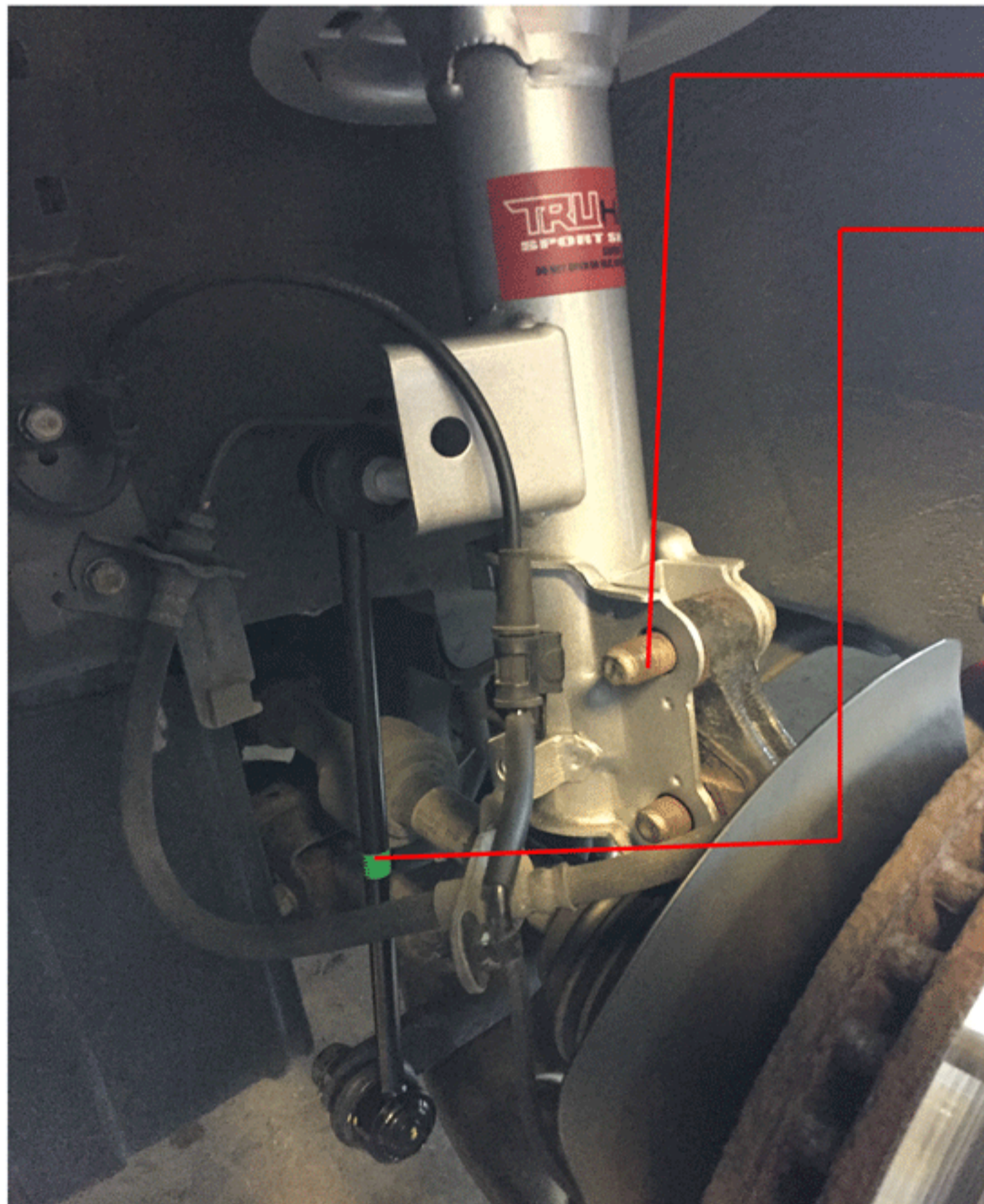
DO NOT USE AN IMPACT! TORQUE TO 40FP
OR IT WILL BE STRIPPED AS SEEN HERE.



STEP 4: REINSTALL

- LINE UP THE TOP HAT BOLTS, AND REPLACE THE STRUT ASSEMBLY.

*THIS IS DIFFICULT TO DO YOURSELF, THEY CAN GET REAL HEAVY, REAL FAST. GET A FRIEND TO HELP IF POSSIBLE.

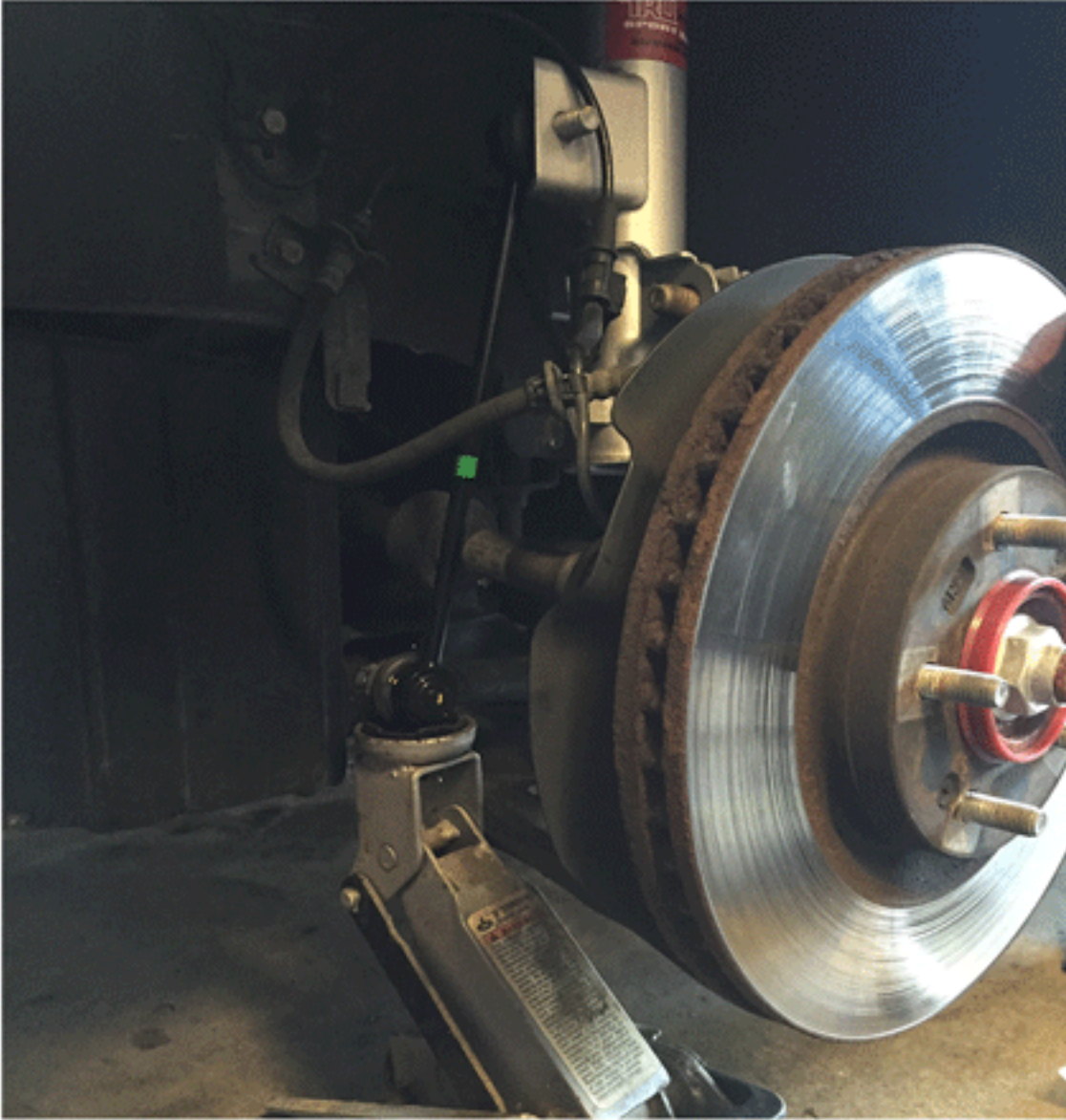


- REPLACE THE MAIN STRUT BOLTS/NUTS

- REPLACE THE ENDLINK

* I HAD TO BUY OEM ENDLINKS BECAUSE MY CAR IS KOREAN BUILT IN 2011 AND HAS A DIFFERENT ENDLINK MOUNTING LOCATION. THESE STRUTS MOUNT ON THE SIDE INSTEAD OF THE BACK. THIS IS NO LONGER AN ISSUE WITH THE NEW TRUHART KITS, AS THEY COME WITH UNIVERSAL ENDLINKS

- REMEMBER TO BOLT THE HOSES BACK TO THE SIDE OF THE STRUT ASSEMBLY

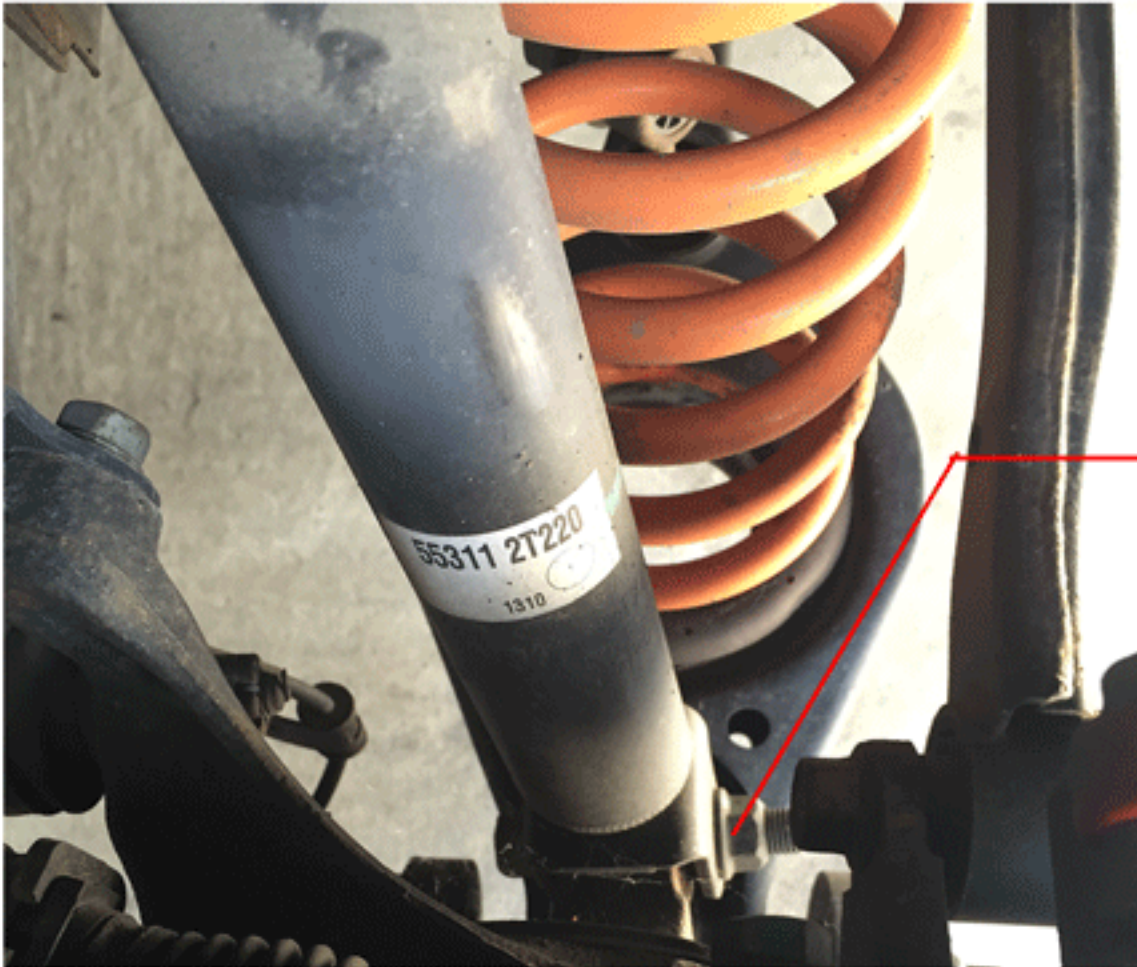


- PUTTING A JACK UNDER THE KNUCKLE ASSEMBLY AND LIFTING IT WILL LINE UP THE TOP ENDLINK BOLT WITH THE MOUNTING HOLE.
- REPLACE WHEEL AND REPEAT ON THE OPPOSITE SIDE.
- ONCE COMPLETE, MOVE ON TO THE REAR STRUT INSTALLATION.

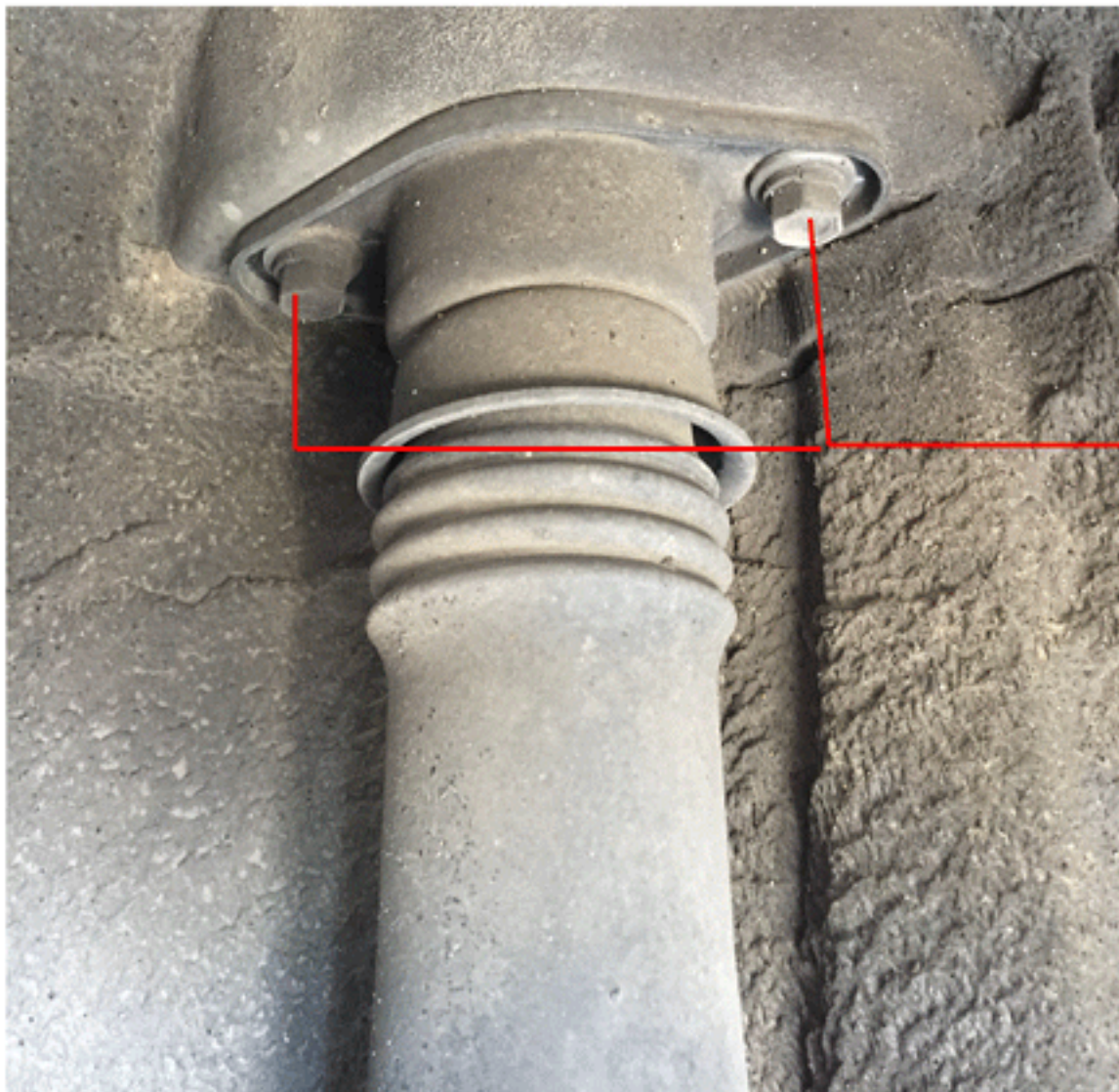


STEP 5: REAR STRUTS

- BREAK LOOSE THE LUGS FOR THE WHEEL ON THE CORNER WHERE YOU WILL START.
- JACK UP YOUR CAR , AND PLACE THE CAR ON JACKSTANDS.
- REMOVE THE WHEEL



- REMOVE THE BOTTOM BOLT
19MM BOLT, 19MM NUT



- REMOVE THE TOP TWO STRUT BOLTS
17MM



- GRAB WITH YOUR HAND AND PULL DOWN, TO COMPRESS THE STRUT ENOUGH TO REMOVE IT.



- REMOVE THE TOP STRUT BOLT
17MM
- REMOVE THE TOP HAT AND SHROUD TO USE ON THE TRUHART STRUT



- TO REPLACE THE TOP STRUT NUT I RECOMMEND YOU GRAB THE MAIN STRUT PISTON WITH VICE GRIPS TO PREVENT IT FROM SPINNING WHILE TIGHTENING DOWN THE NUT.

17MM



- PUSH DOWN ON THE STRUT ASSEMBLY TO COMPRESS THE PISTON TO REINSTALL
- REPLACE THE BOTTOM BOLT AND TOP TWO BOLTS
- REPLACE WHEEL AND ENJOY!