

W203 Springs Installation

Tools Needed: 7mm & 12mm Allen Keys, 16mm, 17mm & 21mm Socket Wrench, Spring Compressor, Jackstands & Jack, Mechanics Gloves



Set the parking brake. Open the hood and you should find the upper strut nut. Remove the upper strut nut using a 16mm socket wrench.



Remove the wheels from the car using a 17mm socket. Remove the lower strut nut using a 19mm socket. Cut the zip tie that holds the brake lines to the strut assembly. Unclip brakelines.



Remove middle clamp using a 12mm hex wrench.



Remove the Top strut nut with a 22mm socket.
Edit: Something about this was wrong....



The entire front strut assembly is now free and can be pulled from the car.



Compress the springs with a spring compressor. Remove the top remove mount by twisting counter clockwise while holding the strut in place with a 7mm allen wrench. Remove the stock springs and replace with new Eibach springs. Here's a side-by-side comparison of the Eibach Pro-Kit springs and the Stock springs.



Remove the back springs by unbolting these two nuts(19mm and 21mm). Pull the old spring out and replace with the new spring.

Repeat instructions for the other side of the car and reverse for installation. Aftermarket shocks are highly recommended with use of aftermarket springs because of the increased spring rate.

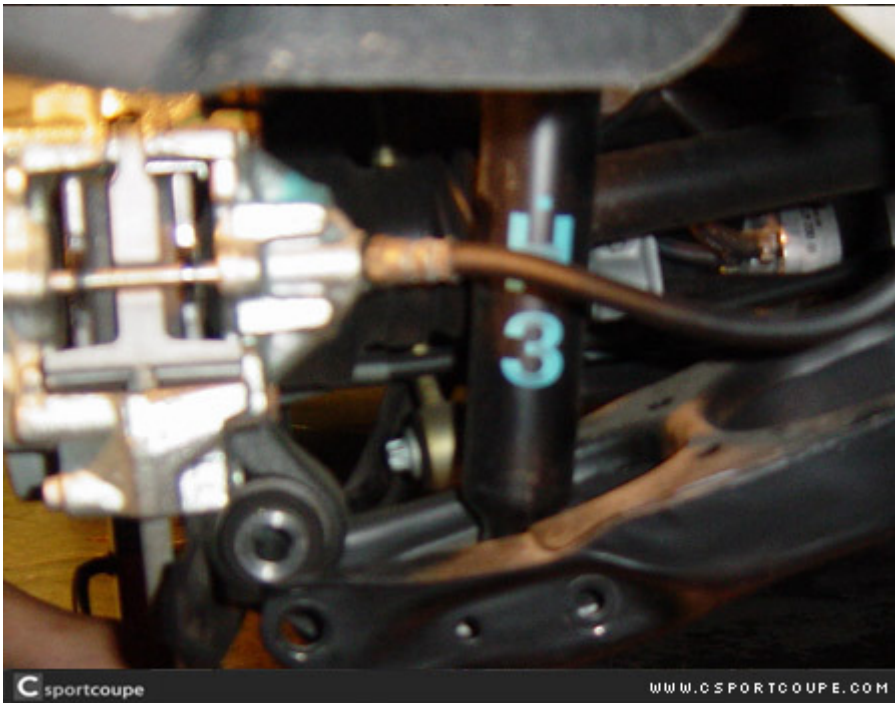
Couple comments/questions:

- what spring compressor did you use? got pictures?
- did you use the compress with the rear springs, if not, how did you release the tension?
- when putting the strut back together, how do you get the proper torque on the 2-pin nut?

- you forgot to mention to unbolt the sway bar endlink from the strut

Didn't need to compress the rear spring. It will just fall out since the tension is released with you remove the two lower bolts.

As you can see in this pic, the rear bar lowers enough for the spring to just slide out:



How do you keep the arm from popping down when the outer bolt is removed?
Using a jack under the arm or just let
the shock handle it, then remove the shock bolt.
If you do it in the correct order, you won't need a jack.. but you will need one with
bolting it back in.

Here's a pic of the spring compressor. Thanks for catching the missing step
about unbolting the swaybar endlink. I'll
add that photo and step to the instructions(must have missed it
since I was rushing to write it up).



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