

REAR SUSPENSION

Step 1:

Raise rear of the vehicle onto jack stands and remove the rear wheels.

Step 2:

Support the center of the sway bar with a jack and remove the bracket from the KDSS piston, like so:



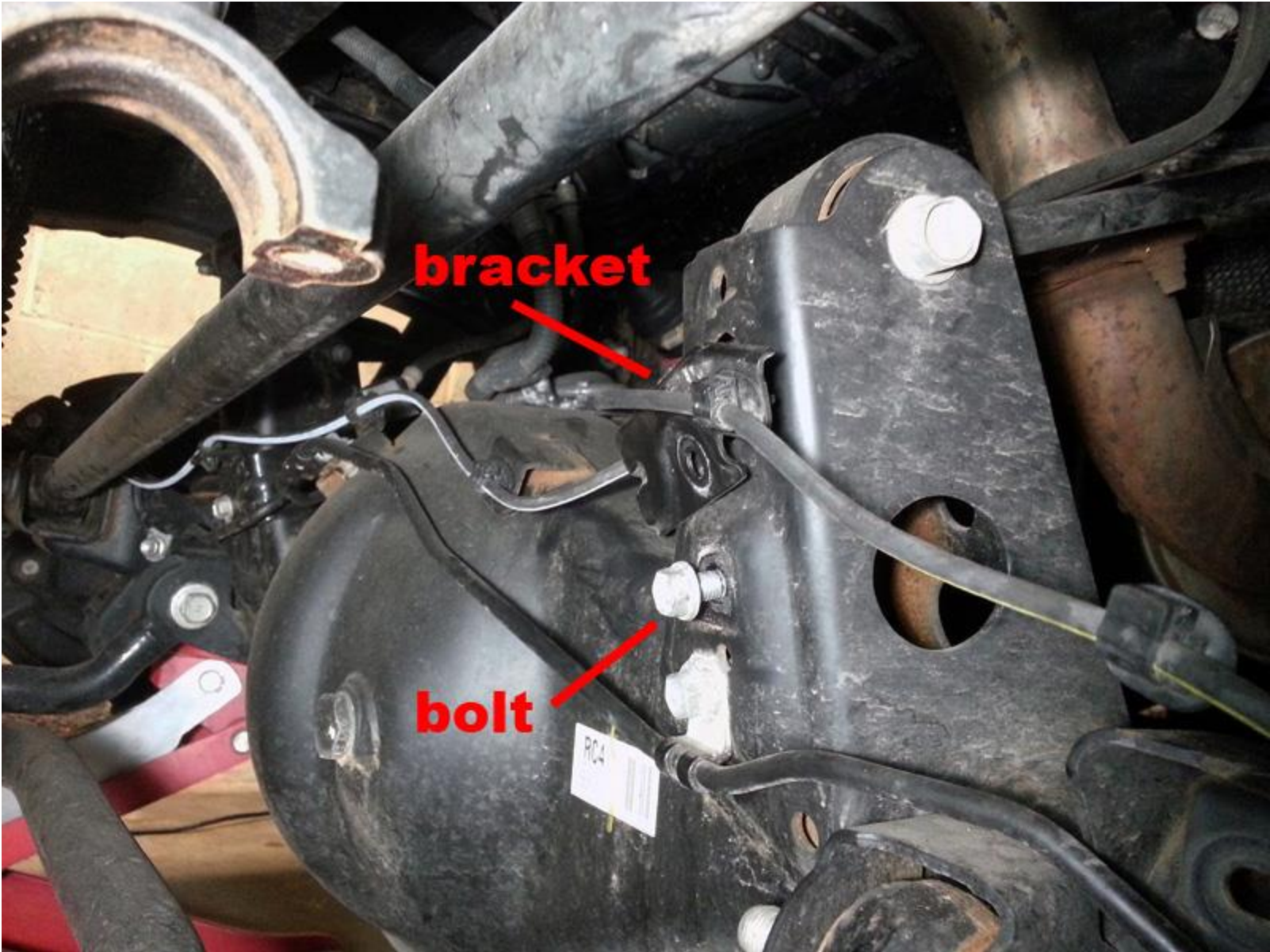
Once that is out of the way, go to the passenger side and do the same, like so:



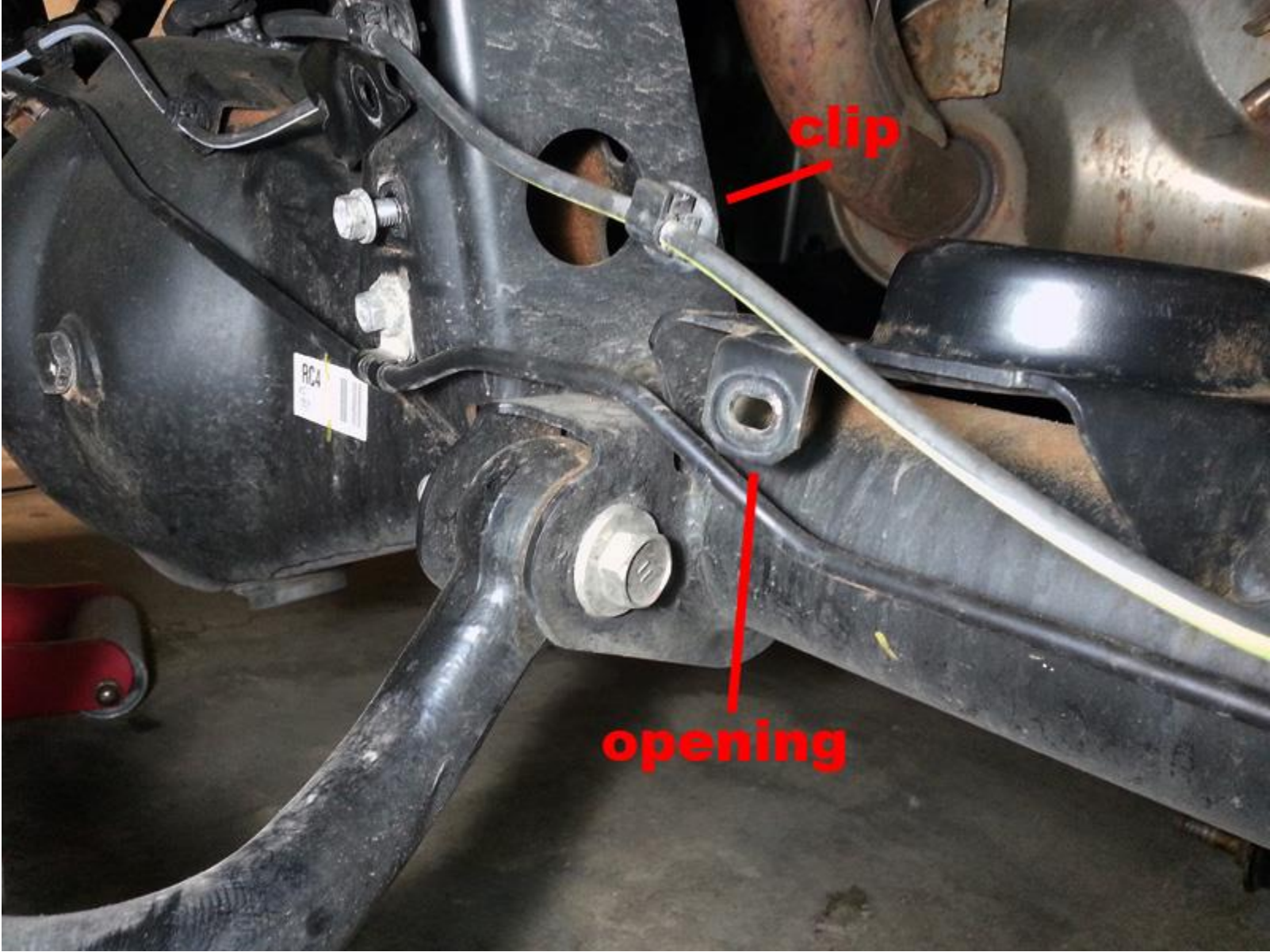
Now lower the jack and swing the sway bar down and out of the way, so that it does not unexpectedly swing down later and smack you in the face.

Step 3:

In order to attain enough slack to lower the axle and swap out the springs, locate the ABS wire bracket and remove the bolt, like so:

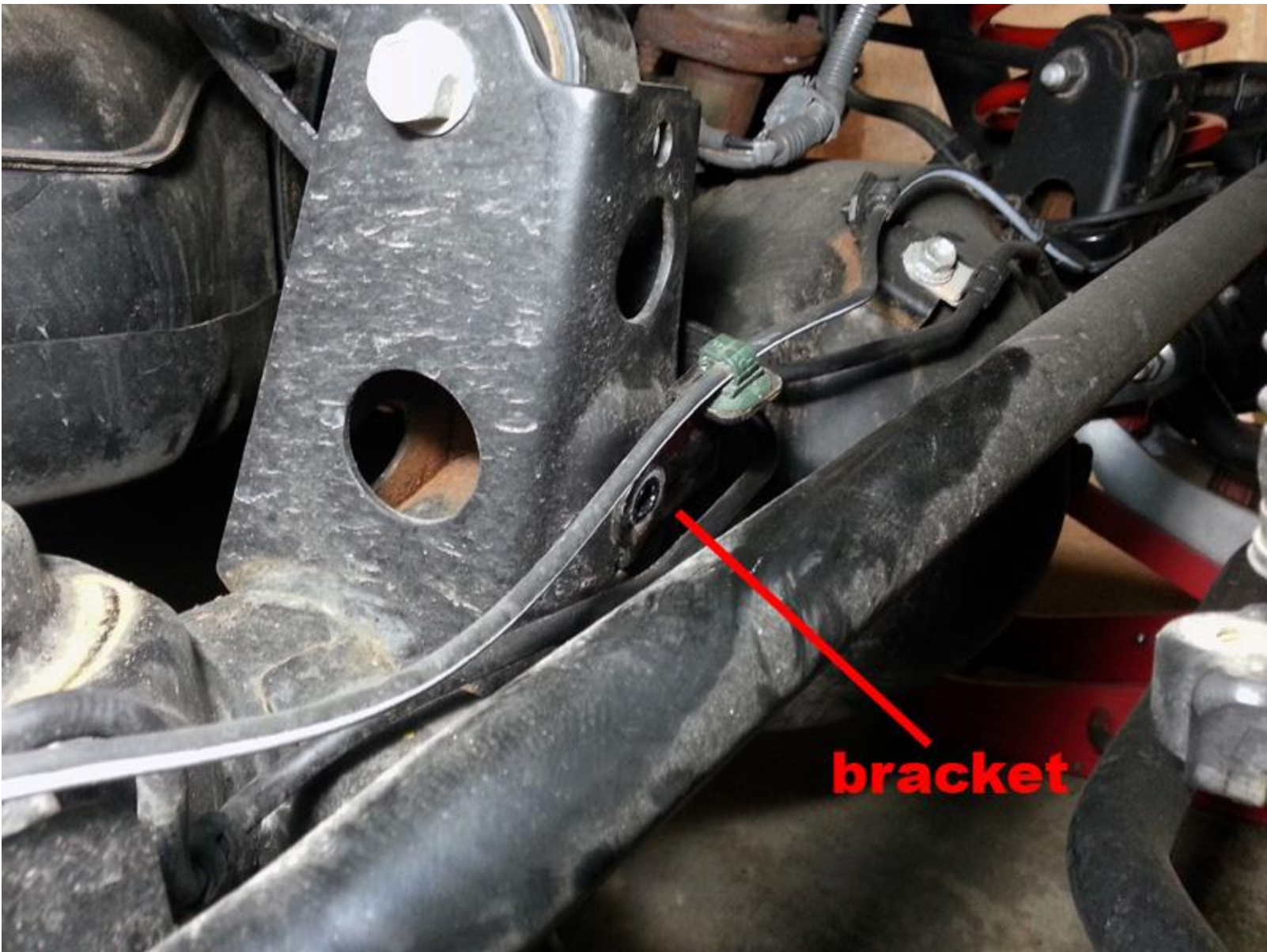


Now, unclip the wire for a little bit more slack, like so:

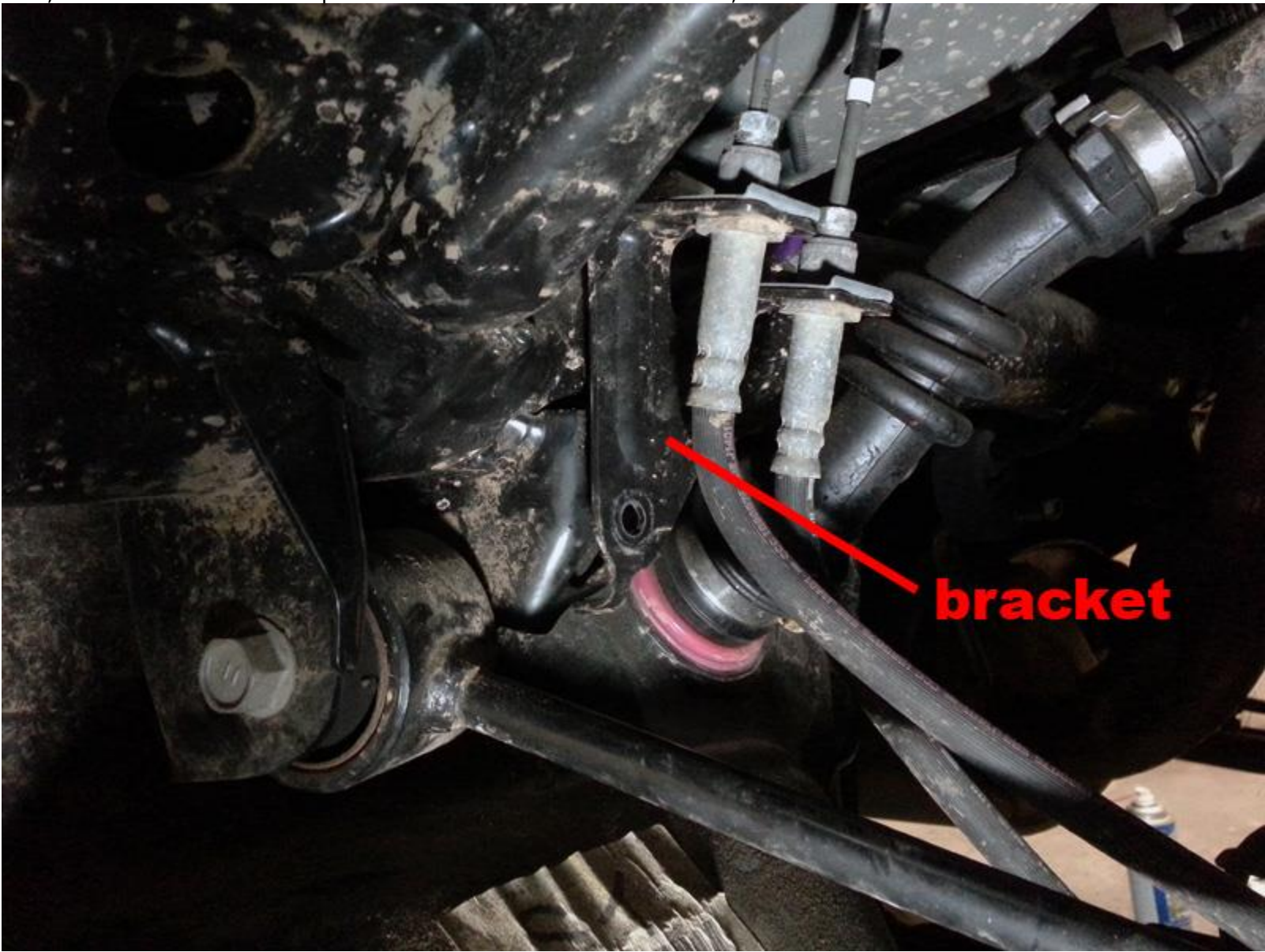


After doing this, you will have more than enough slack in the ABS wires to lower the passenger side of the axle all the way down and swap the spring with no problem.

Step 4:
In order to provide enough slack in the brake hoses for swapping out the driver side spring, locate the brake hose bracket on the driver side of the axle and remove the bolt, like so:



Now, follow the brake hoses up to the frame and unbolt that bracket, like so:



After doing this, you will have barely enough slack to swap out the driver side spring, so be mindful of the stretch on this brake hose at all times.

Step 5:
Let's take a minute to familiarize ourselves with the rear spring removal Special Service Tool (SST #12345-67890):



Obviously, any jack small enough will do, but I found that this cheap scissor jack was the easiest kind to work with for this task.

Step 6:

It really does not matter which side of the axle you start with when changing out the springs, but the slack on the driver side is significantly less than the passenger side; so I would suggest you start on the driver side first, instead of fighting with a lifted passenger side while trying to install the driver side later.

This method should allow you to get in most taller aftermarket lift springs, but you might have trouble with something like long travel springs. So keep that in mind if you're trying to install long travel springs and be prepared.

Also keep in mind that you need to do only one side at a time, and make sure to only remove one side of the shock at a time because I am not sure what happens when you remove both (the axle might drop way too far down without support from a jack). If you only remove one shock at a time, it's got enough springiness in the bushings to hold that side of the axle up enough and not over stretch the brake hose or ABS wire (after you've unbolted/unclipped the stuff mentioned earlier).

Alternatively, I've been informed by another member here below that you can remove both shocks at the same time and it might be easier to get the springs in and out. So those of you reading might want to try it that way because more remove clearance is always better, especially if you've got a much taller spring going back in. Of course be mindful of your brake hoses, but it sounds like this just might be easier than doing it one at a time!

Starting with the driver side, support the axle with a jack and remove the top nut from the upper bushing of the shock; then remove the the lower mount bolt. Now, slowly lower the jack making sure the brake hose is not getting caught on anything and then remove the shock.

Once the shock is off, raise the passenger side of the axle slightly with a jack; then grab your SST and lower the driver side of the axle SLOWLY, while keeping an eye on the brake hose stretch.

Due to the low amount of slack in the brake hose, it might take a bit of going back and forth between the passenger side and the driver side to get it right, but basically what you need to do is raise the passenger side of the axle with the jack and lower the driver side of the axle with the SST until there is enough room to get the OE spring out and the new taller spring in, all while keeping a close eye on the brake hose to make sure you don't over stretch it.

Once you have the new spring back in place, rotate it to make sure it is seated properly in the axle's spring seat and also properly centered in the upper cup; then remove the SST from the driver side and remove the jack from the passenger side.

Now, you can go ahead and install the new shock back in by loosely bolting on the lower shock mount with the bolt.

Once that is loosely bolted in, place a jack under the driver side of the axle, and slowly raise it while guiding the upper shock bushing through the opening and into position; then install the upper shock nut and tighten to ~18 ft*lb. Obviously there's no way on earth to fit a torque wrench in there so use a short box wrench to avoid over torquing and tighten by hand. If your shock uses lock nuts, please replace with a new one for safety's sake.

DO NOT fully tighten the lower shock mount bolt until later. Now, remove the jack, and you're done with the driver side.

Step 7:

The passenger side of the axle is much easier because there is tons of slack in the ABS wire once you unbolt/unclip it as described earlier.

After you've removed the shock using the method described for the driver side, grab your SST and lower the passenger side of the axle while keeping an eye on the brake hose stretch and the ABS wire stretch. You should have no issues with attaining enough slack, but just keep any eye out to make sure nothing is getting caught.

Once you get the new spring in, install the new shock using the same method as for the driver side.

Again, DO NOT fully tighten the lower shock mount bolt until later.

Step 8:

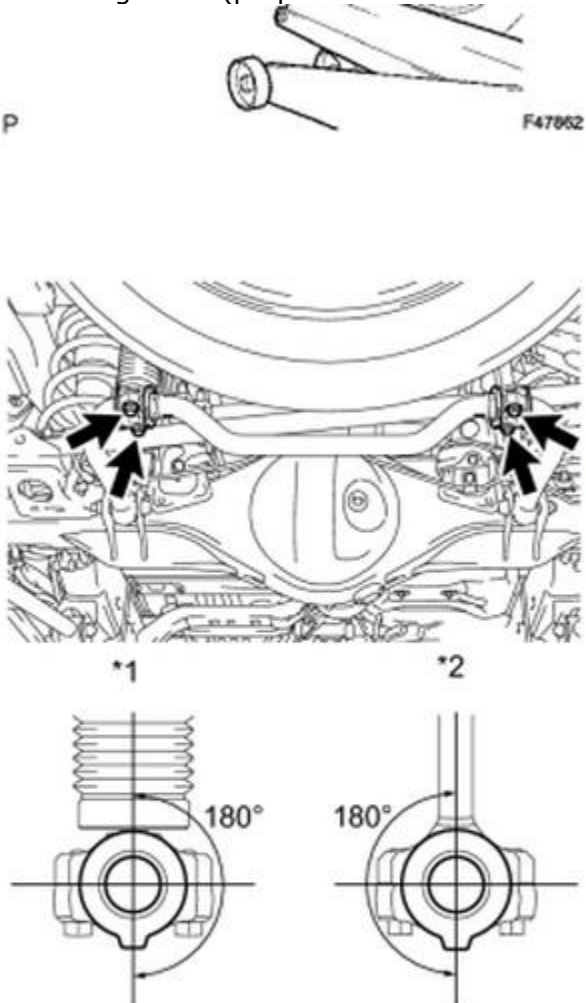
Now go back and reattached the brake hose bracket, ABS wire bracket and ABS wire clip back to it's proper position. Double check you didn't

forget to attach anything else you might've removed to install the springs/shocks.

Step 9:

Time for the fun part, putting the KDSS sway bar back up! The rear is MUCH easier, I promise.

Right now would be a good time to remove the bushings and clean off the inner surface of the bushing and the sway bar surface it pivots around. Note, keep in mind how the bushings are installed and put them back in the same exact way because they need to be installed with the rubber tab facing down (perpendicular to the bracket plane), like so:



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(b) Install the rear stabilizer bar and 2 rear stabilizer lower brackets with the 4 bolts.

Torque: 45 NÂ·m (459 kgfÂ·cm, 33ftÂ·lbf)

Text in Illustration

*1	Rear Stabilizer Control Cylinder
*2	Rear Stabilizer Link

(1) Check that the protrusions on the rear stabilizer bush are positioned within 180Â° of the rear stabilizer control cylinder and rear stabilizer link.

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6. BLEED SUSPENSION FLUID

(c) Bleed the suspension fluid

After putting the bushings back in place, raise the sway bar up with a jack by supporting it in the center of the sway bar. Starting on the driver side, adjust the jack height until you can loosely thread on the bracket and two bolts into the KDSS piston, like so:



Once the driver side is attached, tighten the bolts only enough so that there is still a small gap between the bracket.

Now, go to the passenger side and adjust the height of the jack to line up the bushing with the bracket and attach the bracket with the two bolts, like so:



Once the brackets on both sides are on, double check to make sure the bushing has not rotated out of position and tighten the bolts to 33 ft*lb.

Okay now lower the jack because you're done with the KDSS sway bar! See that wasn't so bad.

Step 10:

Put the wheels back on, torquing the lug nuts to 83 ft*lb and lower the vehicle off the jack stands.

Bounce the suspension to settle it, and with the vehicle on the ground, go under and torque the two lower shock mount bolts to 72 ft*lb.

Now for the obligatory shot of the rear suspension in all its glory:

