

## RX-8 Front Spring/Shock Installation

Part No. 14026

### Tools Required:

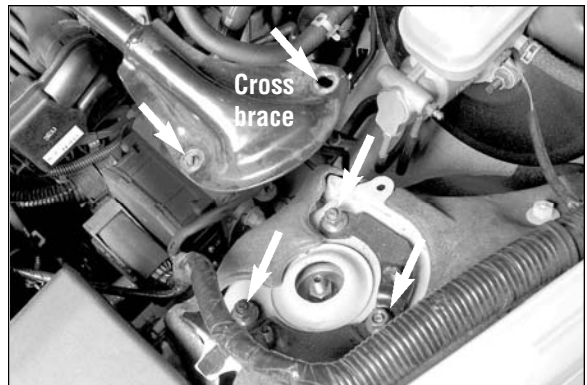
- Torque wrench
- 3/8" ratchet
- 17mm socket (deep)
- 14mm socket
- 12mm socket
- 17mm open/box wrench
- 3" extension (3/8" socket)

**Estimated time for completion:** 2 hrs**People required:** 1

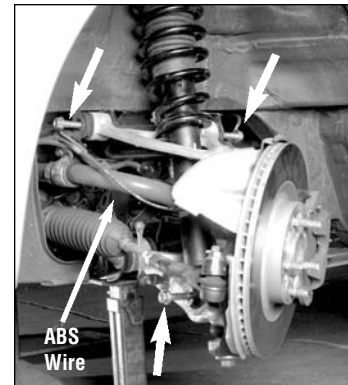
### INSTALLATION INSTRUCTIONS

Jack up the car and place on safety stands. DO NOT work under a car supported only by a floor jack! Remove the front wheels.

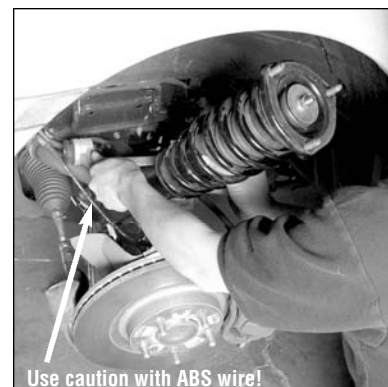
1. Remove the shock tower crossbrace 12mm head nuts at the top of the shock towers (2 nuts each side), then remove the crossbrace. Remove the (3) 14mm head nuts per side that secure the tops of each shock to the chassis. See photo 1.
2. Remove the 17mm head retaining bolt at the bottom of each shock. Remove the (2) 17mm head bolts per side at the upper A-frame inner ends. Note: When performing the removal procedure, support the upright assembly in an appropriate manner in order to prevent undue stress or "pulling" on the ABS wire and connector. See photo 2.
4. Pull the inner ends of the A-frame outward, while at the same time maneuvering the top of the shock assembly outward. Guide the assembly out of the chassis, being careful not to stress the ABS wire. See photo 3.
5. Repeat these steps on the opposite side of the car.
6. Disassemble the shock assembly with the aid of a spring compressor tool. If installing lowering springs, remove the bump stop and modify as shown in the photo by cutting and/or grinding. See photo 4.
7. Reassemble the spring assembly, noting the correct parts positioning and orientation as shown in photo 5 & 6. (If installing new shocks, follow any specific instructions provided by the manufacturer.) Orient the top plate as shown in photo 7.
8. Reassemble the suspension in reverse order, with one exception! Do not fully tighten either of the upper A-frame inner ends, or the shock lower attachment bolt - just install the nuts "finger tight"! Lower the car to the ground and perform the final tightening after pushing down on the chassis to settle the car. This method of tightening is difficult but important - if you tighten the rubber bushings with the suspension in "droop", the bushings can be over stressed and the ride height will be incorrect.

**Photo 1**

Remove the shock tower brace and shock assembly retaining bolts.

**Photo 2**

A-frame and lower shock retaining bolts.

**Photo 3**

Use caution with ABS wire!

Pull the A-arm outwards, then guide the shock assembly out of the chassis

9. Torque to the following specs:

- Upper A-arm inner ends - 17mm head nuts (62-72 ft lbs)
- Lower shock nut - 17mm head nuts (56-72 ft lbs)
- Shock rod nut - 17mm head nuts (23-34 ft lbs)
- Shock top plate to chassis - 14mm head nuts (25-30 ft lbs)
- Shock top crossbar to chassis - 12mm head nuts (15-18 ft lbs)

Photo 4

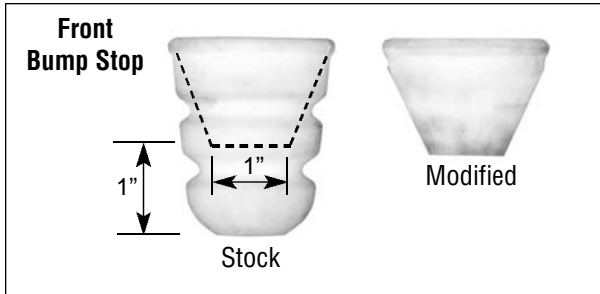
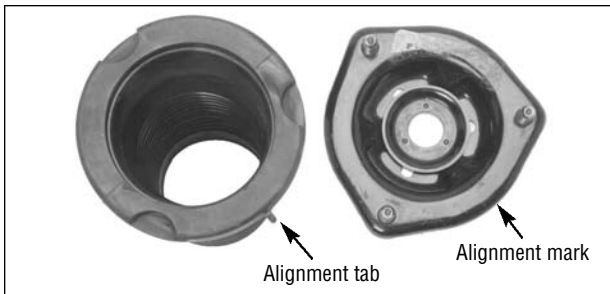


Photo 6



Align the tab with one of the three (3) marks on the top plate.

Photo 7

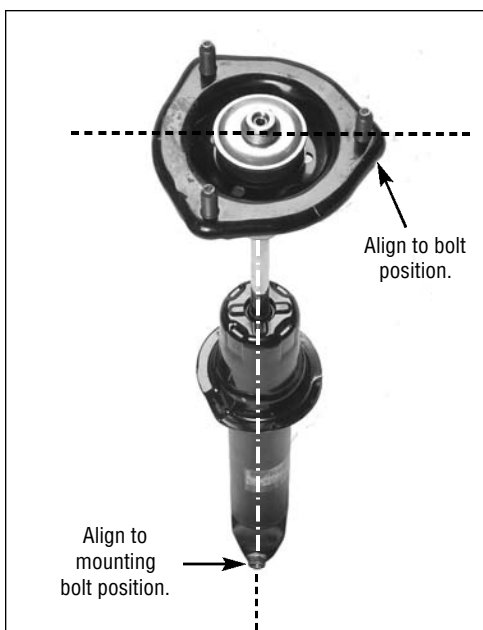


Photo 5

