

fUbaR Guide: Fitting lowering springs to the Mk2 Clio

The method described below worked for me. I am not saying it is the only method to complete the task. I will not accept any responsibility for damage caused to the vehicle as a result of following my guide.

This guide will explain how to remove the old springs from the car and replace them with lowering springs.

The springs I fitted to my car for this guide were Eibach Sportline springs and were replacing my old Apex springs.



- STEP ONE, FRONT SPRINGS -

The first thing you need to do before anything else is slacken off the top strut bolts from under the bonnet. These can be very difficult to remove, but with a little patience and the correct tools it can be achieved quite easily.

Use a deep 21mm socket to get to the nuts and using a short, sharp turn begin undoing the nuts. If you find that they don't loosen, and end up just turning the shocks you will need to use a different method. In this instance, use a 21mm swan necked spanner, and put it over the nut. Then using an allen key in the central part of the thread, lever against the spanner to prevent the shock from spinning.

This should free up the bolts, but it is advised to soak them in WD40 or similar overnight before you complete this task.

::NOTE::

Do not remove the bolts all the way; simply make sure they are loose.



- STEP TWO, FRONT SPRINGS -

Jack the front of the car up on both sides and support it using axle stands. Remove both of the front wheels and put them to one side.





- STEP THREE, FRONT SPRINGS -

Now you can see the shock absorber which we need to remove. Work on 1 side of the car at a time. The first thing you need to do is unclip the ABS wire from the shock body, which simply pulls out. Now you need to look in behind the disc and see the two 21mm bolts holding the shock absorber to the hub. These need to be removed, but can be a right bastard if you are using hand tools. I recommend you soak the bolts in WD40 or similar for about an hour before trying to remove them.

Undo the bolts, and remove them completely by tapping them with a rubber hammer until they are free from the shock absorber. Keep them in a safe place.



- STEP FOUR, FRONT SPRINGS -

Push the shock absorber towards the engine, and it will detach from the hub. To prevent the drive shafts popping out, support the hub with a jack and make sure it's secure.

You can now fully remove the top cap from under the bonnet which you loosened off earlier. This will make the shock absorber completely un-attached to the car so you can now tilt it to one side and remove completely.





- STEP FIVE, FRONT SPRINGS -

Using a set of spring compressors, compress the old spring so that it won't fly off when you start dismantling the shock absorber. Some people say you don't need to use spring compressors, but I find it safer to use them and it also makes the job slightly easier. Now stand the shock absorber up on its end and you will see a small nut on top. Using a 17mm deep socket, remove this and place it to one side.

You can now begin dismantling the shock absorber. In the picture I have placed all the components in the order they go back onto the shock, so you can see exactly how they go.



- STEP SIX, FRONT SPRINGS -

Start to rebuild the shock absorber with the components in the same order you took them off, but with the new springs instead of the old. Use spring compressors while rebuilding the shock to prevent any accidents.

Screw the shock absorber back together and remove the spring compressors from the springs. Make sure the springs are seated in their correct locations in the shock absorber.



- STEP SEVEN - FRONT SPRINGS -

Now you need to attach the shock absorber back to the car. Start by putting it back into position, and loosely screwing on the top cap under the bonnet. This will hold the shock absorber in position while you line up the hole on the hub. Screw the shock back to the hub and tighten the bolts. Re-attach the ABS wire into its supporting arm on the shock. Now fully tighten the top cap under the bonnet so that everything is secure, you might need to use the allen key again to help you with this.

Put the wheel back on the car.



- STEP EIGHT - FRONT SPRINGS -

Repeat the process for the others side of the car. Remove the axel stands and make sure that the wheel nuts are fully tightened. Now we can start with the rear springs...

- STEP NINE - REAR SPRINGS -

Jack up the rear of the car and place an axel stand under the jacking point on the sills (Don't use the rear axel for this). There is no need to remove the wheels at the rear, as the process is quite simple.



- STEP TEN - REAR SPRINGS -

Now go round the back of the car and look underneath at the rear springs. Just behind them you will see the bolt that holds the rear shock onto the hub. These need to be removed on both sides using a 19mm socket. Remove the bolts only enough so that the hubs and rear beam are left hanging loosely. Now it should be very easy to pull out the rear springs, so do that now.



- STEP ELEVEN - REAR SPRINGS -

Grab your new spring and put it back into the same position that the old one came from. Make sure it is seated properly in the middle of the rubber stops at each end. Repeat this for both sides. Now line up the rear shocks with the hubs and re-tighten the bolts that you previously unscrewed.



- STEP TWELVE - REAR SPRINGS -

Remove the axel stands and check under the car that the springs are still seated properly and you're done!

It may take a few drives for the springs to bed in fully, so expect the car to settle down a bit after a few weeks of driving.