

Replacing the front drop links

This is a guide to help you remove and replace the front drop links

Disclaimer: This guide is to assist you only, you follow it at your own risk. I am not responsible for anything undesirable that may happen during or after doing this procedure!

I completed this in about 1-2 hours, which includes jacking up the car and removing the wheels. The tools i used were.

17mm socket

17mm spanner

14mm spanner

WD40

Hacksaw or angle grinder

First jack the car up to remove the front wheels and put the car on axel stands. Removing both wheels can make the job of removing the droplinks eaiser, as it reduces the load on the Anti Roll Bar (ARB), which the droplinks are connected to. I actually just did one side at a time, and will show you how to address the above issue.



Once you've got the wheel off, the drop link is located behind the strut, indicated by the red arrow.

Here's a closer picture of the drop link, the red arrow shows the main 17mm nut and blue arrow the 14mm nut that's used to stop the ball joint spinning around when you undo the 17mm nut. At the bottom of the droplink you can see the end that connects to the ARB

To start, spray the bolts/nuts with WD40 to try and help release them, as they'll almost certainly be rusted up. You might find it best to leave them to soak for 10-15 minutes before starting.



Next you need to loosen the 17mm nuts, starting here with the lower one. Put the 14mm spanner behind the ARB and your 17mm spanner on the front nut, you can position the 14mm spanner so it leans against the strut and will stop the ball joint spinning inside the drop link .

You may have to use a hammer to hit the spanner to initially loosen the 17mm nut, after that it's easier to use a socket to finish removing the nut.



Once you have the nut removed, if like me you only removed one wheel, you can use the hammer handle to push the ARB down which will relieve pressure on the drop link and allow you to pop the bolt out of the hole.



Next repeat the previous step to loosen and remove the upper bolt and then remove the drop link



Fitting the new one is a reverse of removing the old one, if you can't remove the 17mm nuts because they've rusted up, you may have to cut them off using a hack saw or angle grinder.

