

Replacing the rear drop links

This is a guide to help you remove and replace the rear 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!

It's very important that you chock the front wheels as only the rear brakes are locked with the handbrake, which will be lifted off the ground. I also left the car in gear.

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

14mm socket (to fit new drop link)

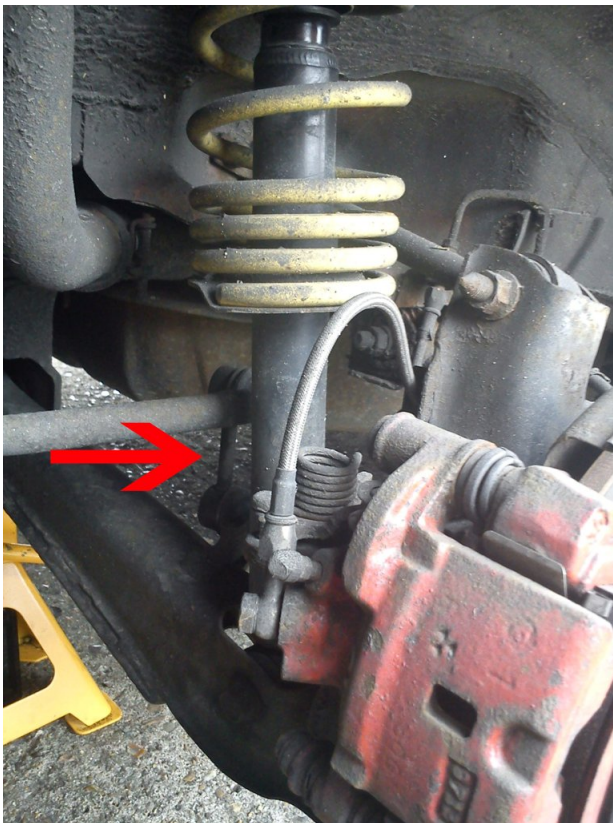
17mm spanner

5mm ratchet hex /Allen Key

WD40

Hacksaw or angle grinder

First jack the car up to remove the rear 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.



Once you've got the wheel off, the drop link is located behind the shocker, indicated by the red arrow in the picture above.

Here's a closer picture of the drop link, the red arrow shows the main 17mm nut and the blue arrow where you stick the 5mm hex/allen key to stop the bolt and ball joint spinning. At the top 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 5mm Hex/Allen key in the bolt end and your 17mm spanner on the front nut, you can position the handle of the Allen key so it hangs down and rests against the strut which 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 if the drop link has not seized up, you may be able to just hold the 17mm nut with the spanner and use a ratchet lever with the 5mm Allen key to rotate the bolt and consequently undo the nut .

Once you have the nut removed, you can 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.

