Replace your 240's worn out front struts.

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INTRODUCTION

Factory dampers should be checked after 50,000 miles to see if they need to be replaced. Whenever working on suspension components you should keep one side completely assembled as a reference.

TOOLS:

- Socket 12mm (1)
- 13 mm Deep Socket (1)
- Socket 15mm (1)
- 18 mm Box End Wrench (1)
- Socket 19mm (1)
- 24 mm Impact Socket (1)
- Channellock Groove Joint Pliers (1)
- Hydraulic Floor Jack (1)
- Impact Wrench (1)
- Jack Stand (1)
- Locking Pliers (1)
- MacPherson Strut Spring Compressor (1)
- Socket Wrench (1)
- Tie Rod End Puller (1)
- Socket 18mm (1)
Step 1 — Front Springs

- Jack up the front of the car and place it on jack stands.

⚠️ Never work on or underneath a car that is only supported by a jack. The jack may slip or fail, resulting in serious injury or even death.

- Use an impact wrench or tire iron to remove the five 19 mm lug nuts from the front wheel.

- Pull the front wheel off the wheel lugs and set it aside.

Step 2

- Use a socket wrench or impact gun to remove the 15 mm nut on the front sway bar endlink.
Step 3

The front brake lines are attached to the body by a small bracket near the strut.

- Grab the front edge of the bracket with a pair of locking pliers.
  
  Without the locking pliers to hold the bracket in place, it may twist back and forth. This twisting could fracture the rigid brake lines.

- Remove the 12 mm bolt that holds the bracket in place with a socket wrench.

Step 4

- Use a socket wrench or impact gun to remove the 19 mm tie rod end nut.
Step 5

- Place a tie rod end puller over the exposed threads of the tie rod end and turn the puller with a socket wrench to push the tie rod end out of the steering knuckle.
Step 6

! The ball joint is held to the control arm by three 18 mm bolts.

- Remove the bottom two nuts with a breaker bar or long wrench.
- Place a breaker bar over the gold nut on the bottom of the control arm.
  ! The breaker bar alone will not be able to loosen the nut, since the bolt is free to rotate.
- Place an 18 mm box end wrench over the bolt on top of the control arm.
- Turn the breaker bar and the wrench in their respective counterclockwise directions to loosen and remove the third ball joint-to-control arm bolt.

Step 7

- Place a jack underneath the ball joint to support it once you remove the 3 ball joint-to-control arm bolts.
Step 8

- Open the hood and locate the three strut mounting bolts on the strut tower.
- Make an alignment mark on the shoe at the dimple in the top of the strut tower before removing the mounting nuts.
- Use a ratcheting socket wrench or impact wrench with a 13 mm deep socket to remove the three nuts.

Step 9

- Slowly lower the jack and guide the strut assembly down and out of the car.
Step 10

- Place spring compressors on opposite sides of the spring.
  
  Make sure you are using spring compressors that are meant for MacPherson struts. Internal-type spring compressors will not work.

- Alternate tightening the spring compressors evenly until you are able to move the entire spring up and down.

Step 11

- Use an impact wrench to remove the 24 mm nut at the top of the strut assembly.

- Remove the strut mount from the strut assembly.
Step 12

- Remove the upper spring seat and pull the spring off the strut assembly.

- If you are installing new springs you will need to remove the spring compressors. Loosen each spring compressor evenly, alternating from side to side until they are off the spring completely.

- When installing new springs you will need to compress them with the spring compressors before placing them on the strut assembly.

- If you are reinstalling the same springs you may keep the compressors in place until it is time to reassemble the suspension.
Step 13 — Front Struts

- Remove the rubber bump stop from the strut assembly.

Step 14

- Use a large adjustable wrench or pair of groove joint pliers to remove the strut gland nut.
To reassemble your device, follow these instructions in reverse order.

- Grab the top of the strut and pull it out of the strut assembly.