

YARIS CLUB UK KNOWLEDGE BASE



Fitting Lowering Springs

This following guide is on how to change your original springs on your yaris with a set of lowering springs. (this was performed on a 2003 yaris T sport, so I apologise for any differences) we've also tried to make it as easy & fun as possible. Cheers Earpl & Norm.

Plus my car is fitted with a strut brace, so replacing the turret nuts only applied to that, other wise keep the nuts.

This is a job that you want to tackle inside, so get a garage or if your going to do it outside, pick a good day & start early.

Tools Used.

*12,13mm combination spanners (ring on one end, open ended on the other), these are for the suspension turret nuts.

*17, 19mm sockets (1/2" drive) and combi spanners.

*1/2" drive ratchet.

*Loctite stud lock.

*Wheel brace, locking wheel nut key etc.

*one set of spring compressors.

* Other tools that can help, full metric set of spanners & sockets.

Hammer etc.

*axel stands

*Jack

*rubber or plastic mallet.

*Bench vice

1/. Jack up the car & remove the wheel nuts.

(Loosen them before jacking up car.) ****ALWAYS SUPPORT THE CAR WHEN WORKING UNDER IT NEVER RELY ON THE JACK****



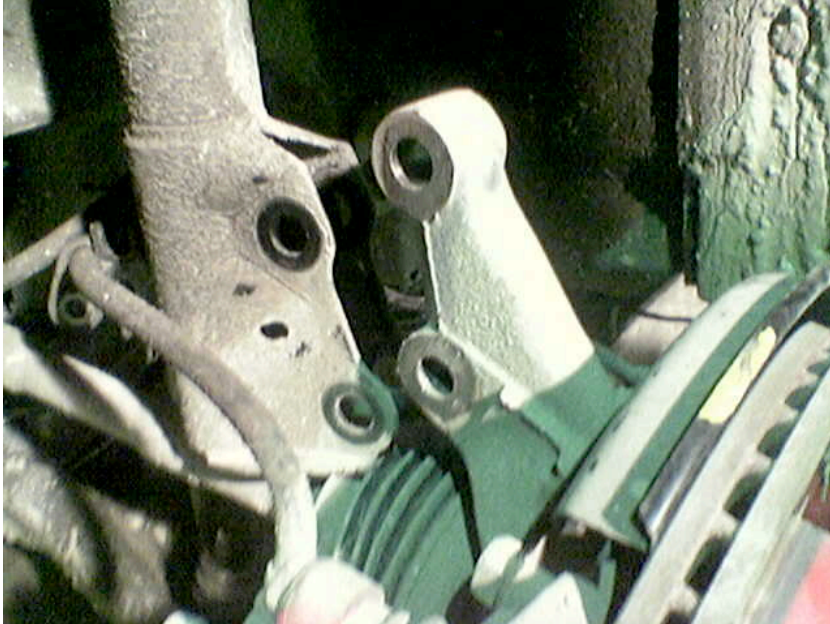
2/. Remove the strut turret nuts, but be careful with these as you could round the heads off, so where possible try to use the ring spanner. And if it's too tight try to tap it loose, don't pull & rost at it. Leave one on but loose so the strut doesn't drop out later.



3/. Remove the brake lines from back of the strut take out the bolt, *note which way the abs & brake pipe mounting plates go on for when you put it all back.



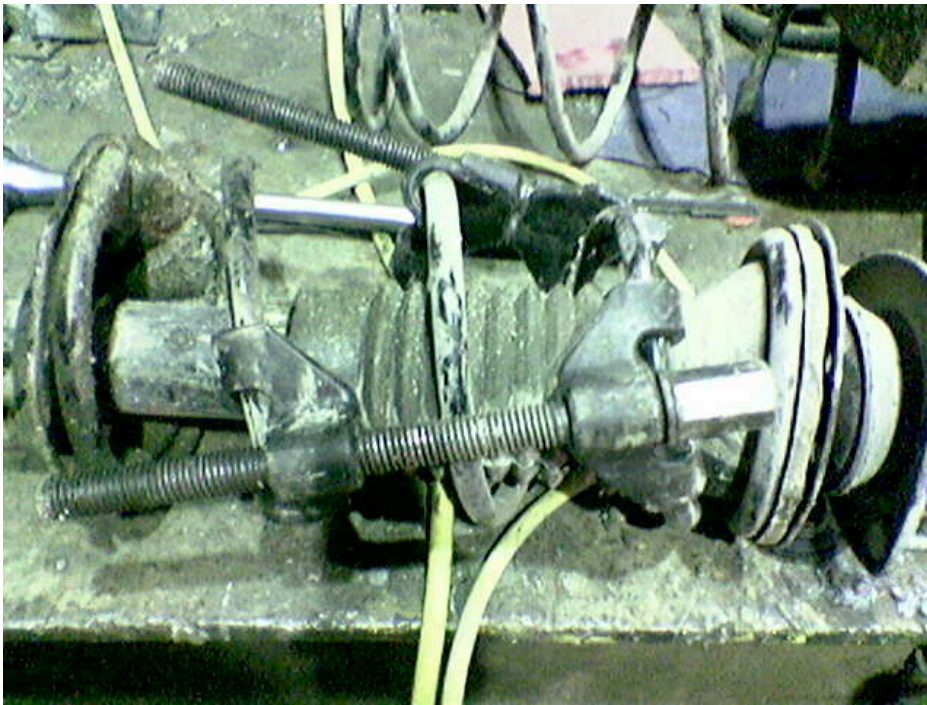
4/. Remove the two bolts from the bottom of the strut, I believe these are 19mm but they could be 17mm. the plastic mallet can be used to knock out the bolts, if not a piece of wood & a hammer (so you don't damage the threads)



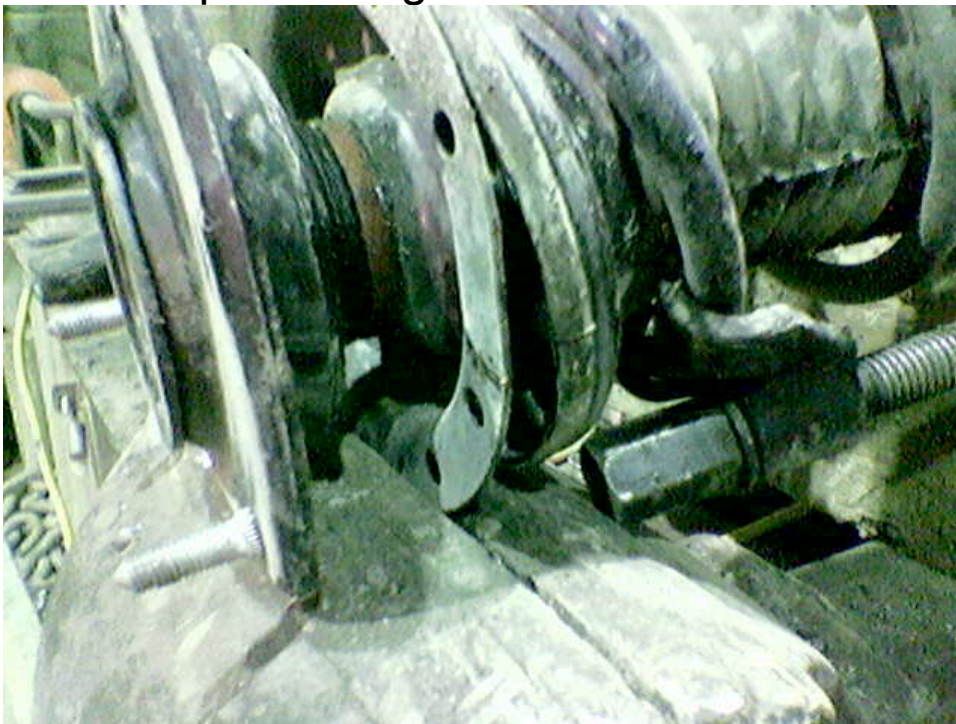
5/. You should now be able to remove the strut, after taking off the loose nut on the strut tower. Shown here modelled by norm



6/. Compress the spring using the spring compressors.



7/. Clamp this part (as shown in the pic) in a vice supporting the other end of the strut, so you don't bend the plate. Be gentle.

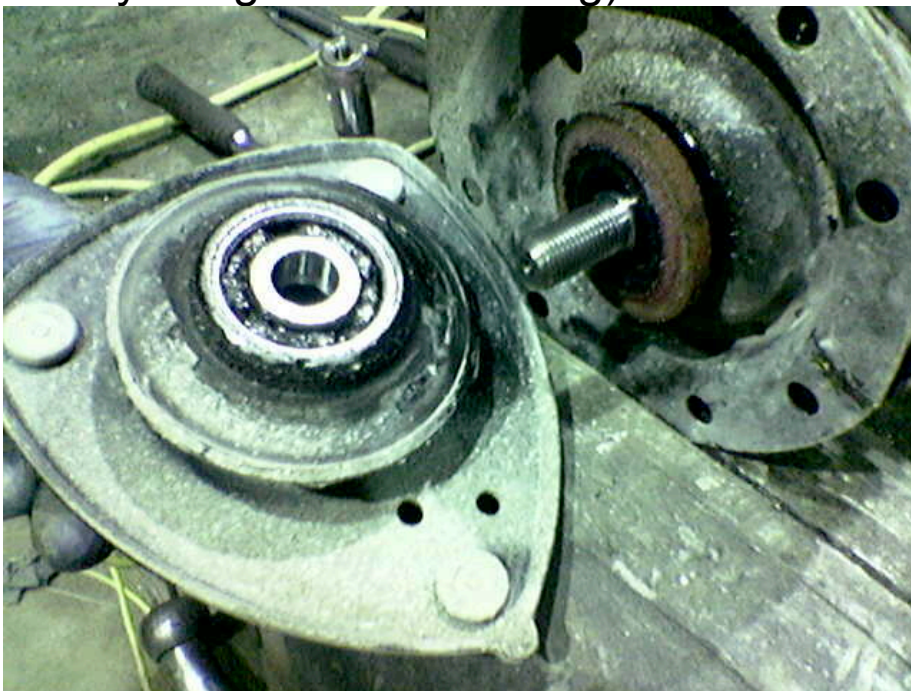


8/. Undo the nut at the top of the strut, whilst plate

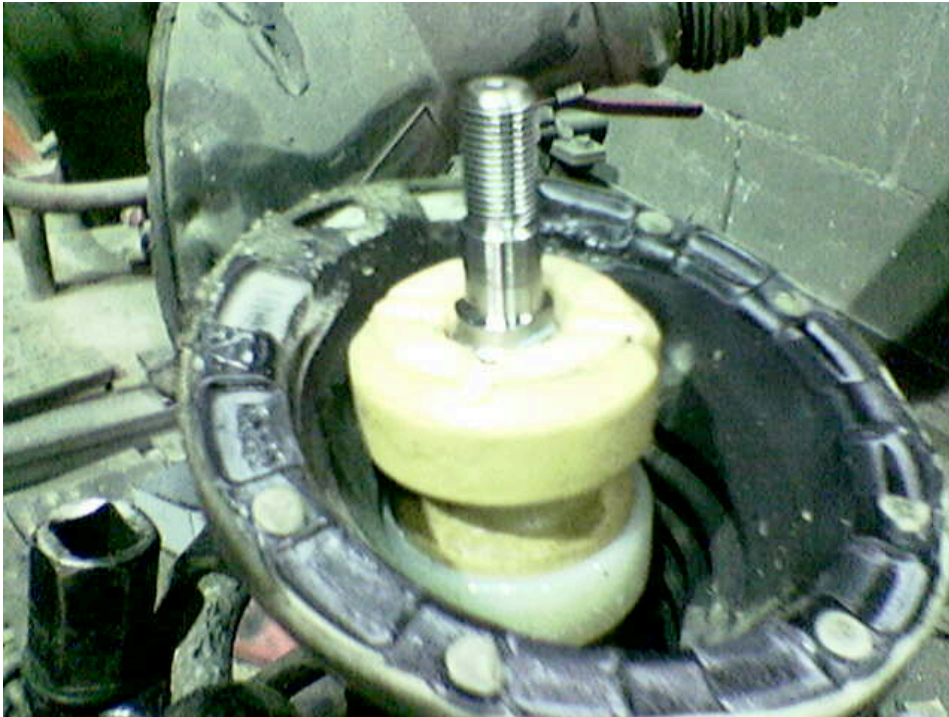
is clamped. ****MAKE SURE SPRING COMPRESSORS ARE ON****



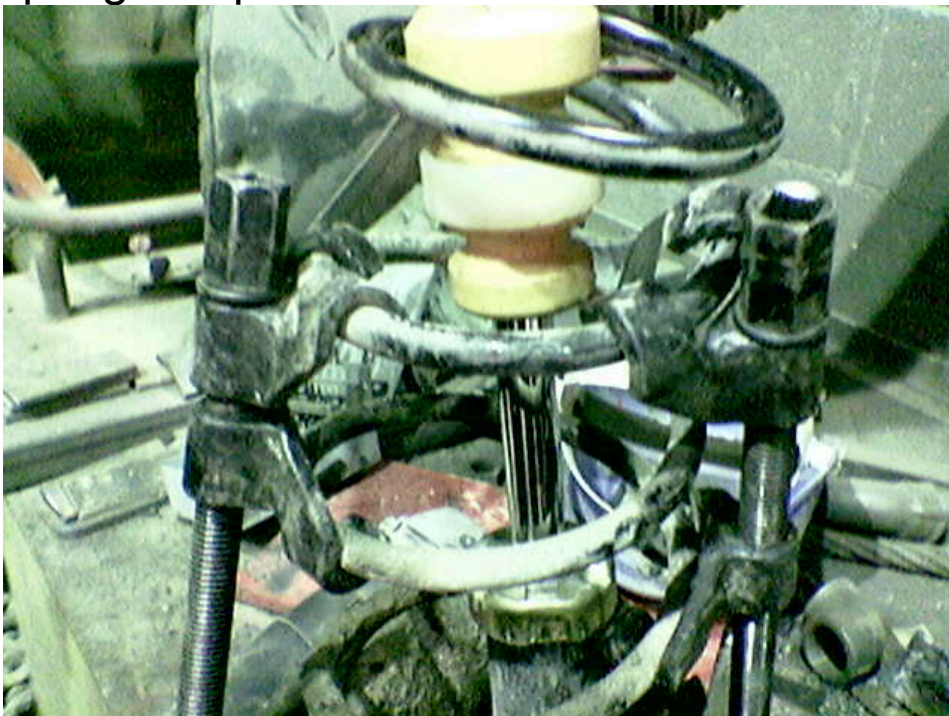
9/. Remove the top plate containing bearing (don't let any dirt get in the bearing).



10/. Remove rubber gaiter.



11/. Remove compressed spring and then remove spring compressors.





15/. Put the top back on, bearing leather seal etc.



16/. Put the nut back on top of the strut.



17/. Grease it (if possible) and put the plastic cap back on.



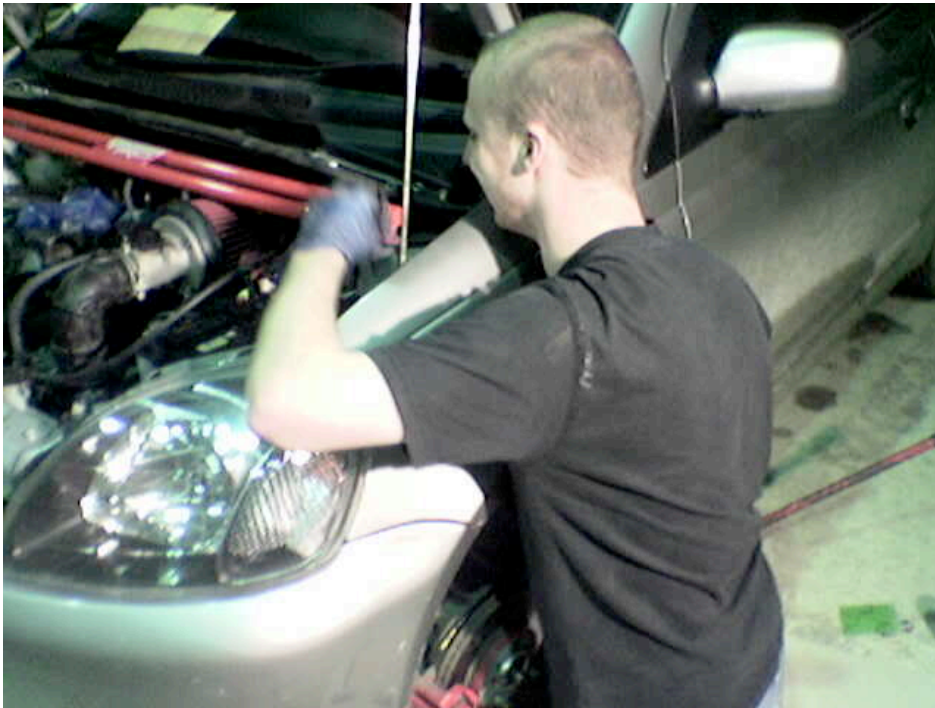
18/. Line the plate up with spring as shown.



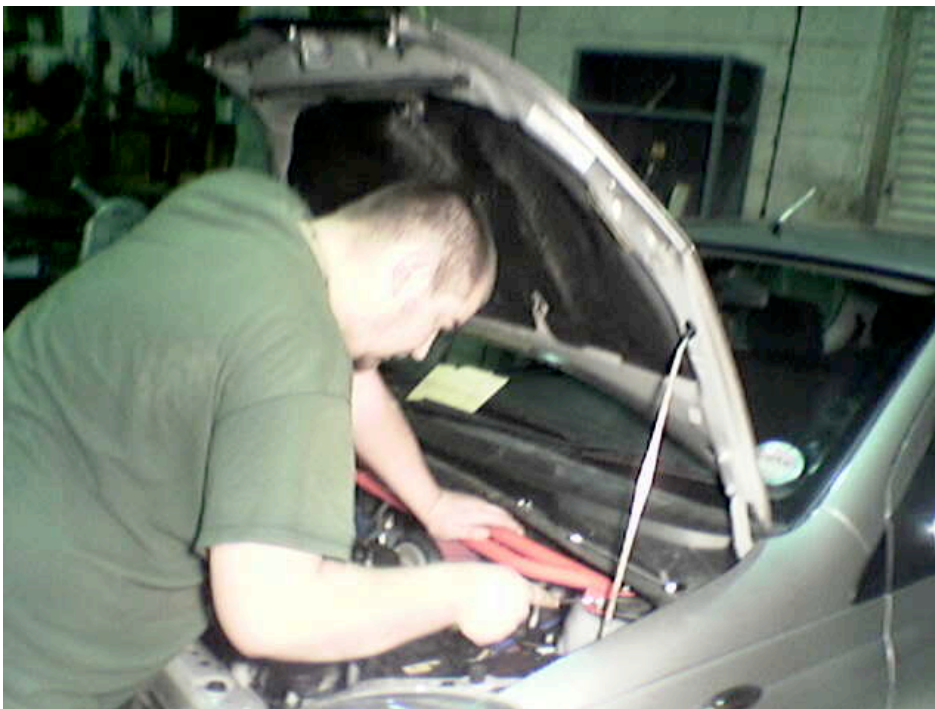
19/. Use the assembled strut.



20/. Put the strut back in place, and put the tower nuts on to hold it in place.



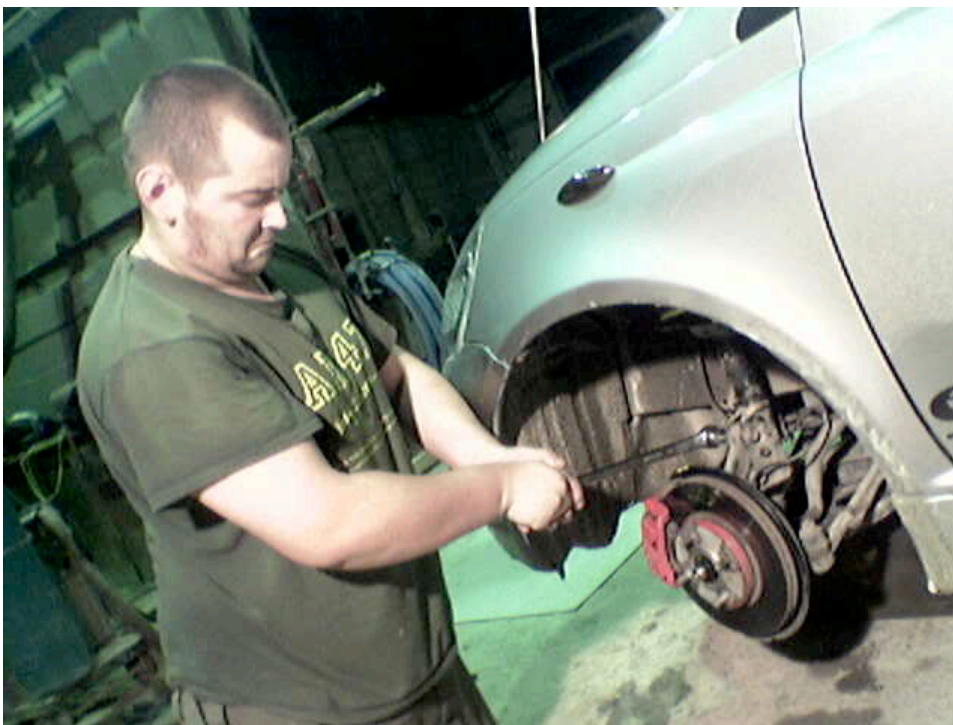
21/. Do them up properly because trained monkey (norm) shears the threads in the nuts



22/. Put the bolts back in the bottom of the strut.



23/. Tighten them up.



24/. Hit your yaris in frustration.



25/. Put your wheel back on and lower the car down onto a board because it's too low to get the jack out!!!



26/. Repeat for the other side

27/. You're at the 1/2 way mark. Stop for a well-earned smoke.



28/. Take your back wheel off (after jacking etc)



29/. da daaaa



30/. Compress the spring



31/. Take the compressors off.



32/. New and old



33/. The flat side of this must face the inside of the car.



34/. Fit new spring with rubber seat in place.



35/. Get your wheel... and fit it.



36/. Repeat for other side.

38/. Hope fully it should look something like this





Now hope fully things went ok, remember this is only a guide, I apologise if I left anything out