

Coilovers install in pictures

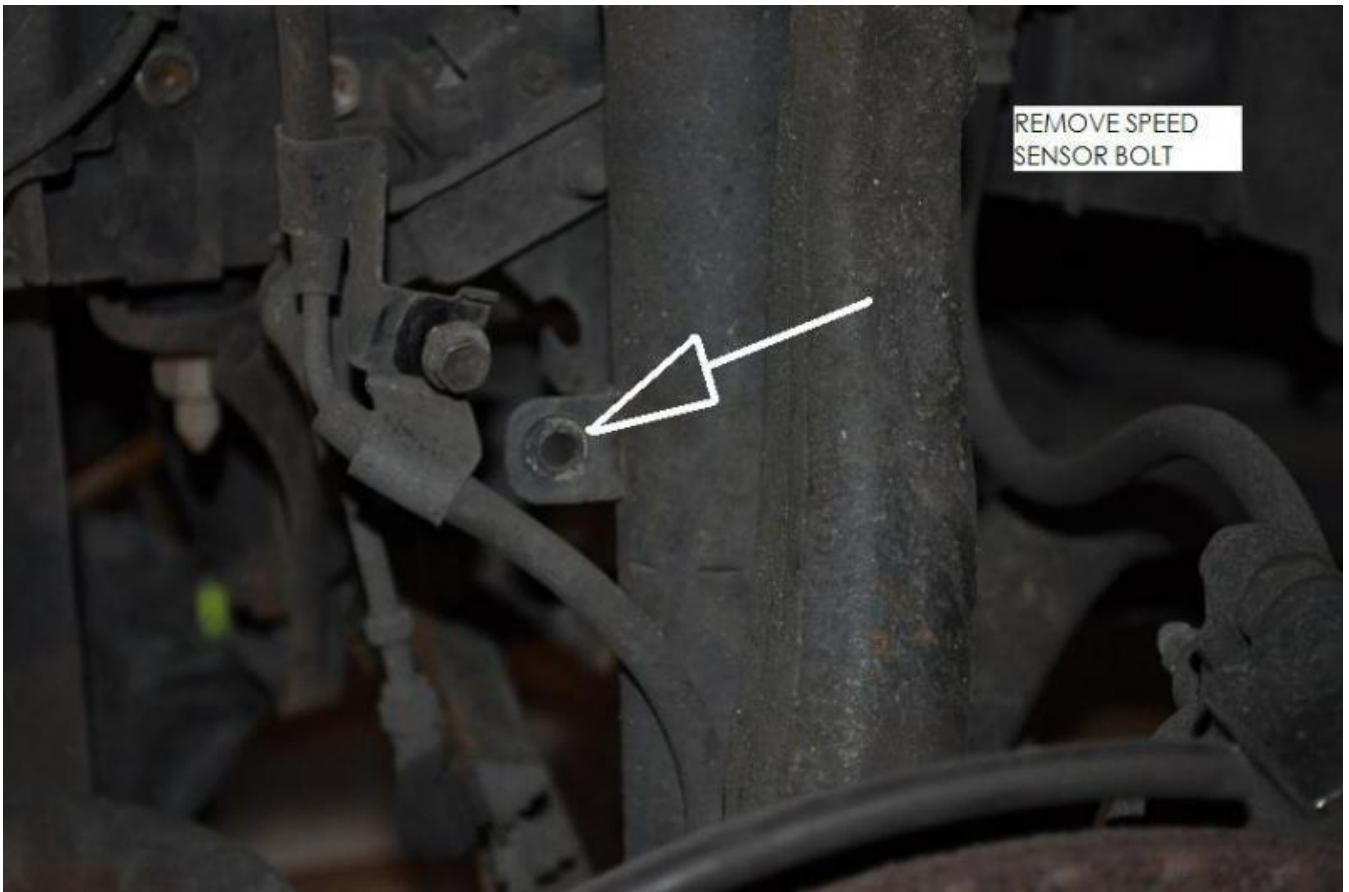
By WIL44 (clublexus.com)

<https://www.clublexus.com/forums/sc430-2nd-gen-2001-2010/560392-megan-install-in-pictures.html>

Couple of things to note.

1. Jacked front from side chassis rail and put stands at jack points. Front cross-member is too far back behind sump to operate jack from front (unless you say different). When taking off stands, lower onto block of wood so that you can remove stand and the jack again from jacking point.
2. Remove bolts both side of torsion bars and lower out of the way until both side are finished and put them back last.
3. Finished drop for me was 1.5 inches all round.







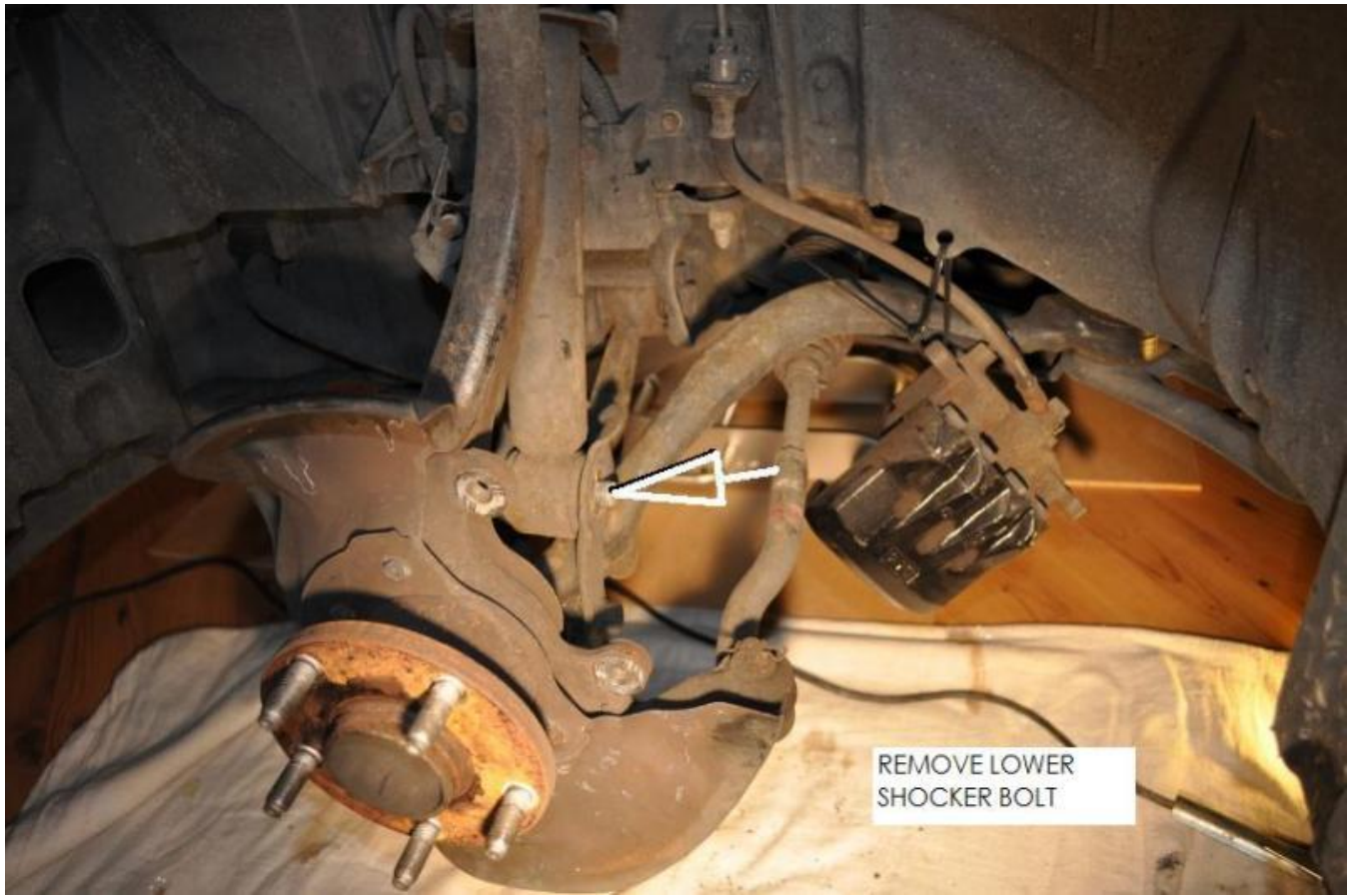
REMOVE TORSION BAR BOLTS FROM BOTH SIDES AND DO NOT REPLACE UNTIL BOTH SIDES ARE FINISHED. SWING BAR DOWN OUT OF THE WAY.



CALIPER REMOVED TO SHOW PADS AND SHIMS



TIE CALLIPER UP OUT OF THE WAY



REMOVE LOWER SHOCKER BOLT

TURN STEERING FULL LEFT LOCK FOR LEFT AND OPPOSITE FOR RIGHT TO REMOVE SHOCKER WITHOUT DISCONNECTING TOP BALL JOINT. BIT FIDDLY, BUT WILL COME OUT.



FRONT SHOCKER TOP FIXING, REMOVE AS MUCH OF THE GASKET AS POSSIBLE.



FRONT SHOCKER
REMOVED



I SET FRONT MEGAN AT 1.5
INCHES SHORTER THAN STOCK
AND LEFT IT AT THAT



DISTANCE BETWEEN COLLARS SET AT 4.125 INCHES FOR FRONT MEGANS. THAT GAVE A 1.5 INCH DROP.



FRONT IN PLACE

FRONT IN PLACE

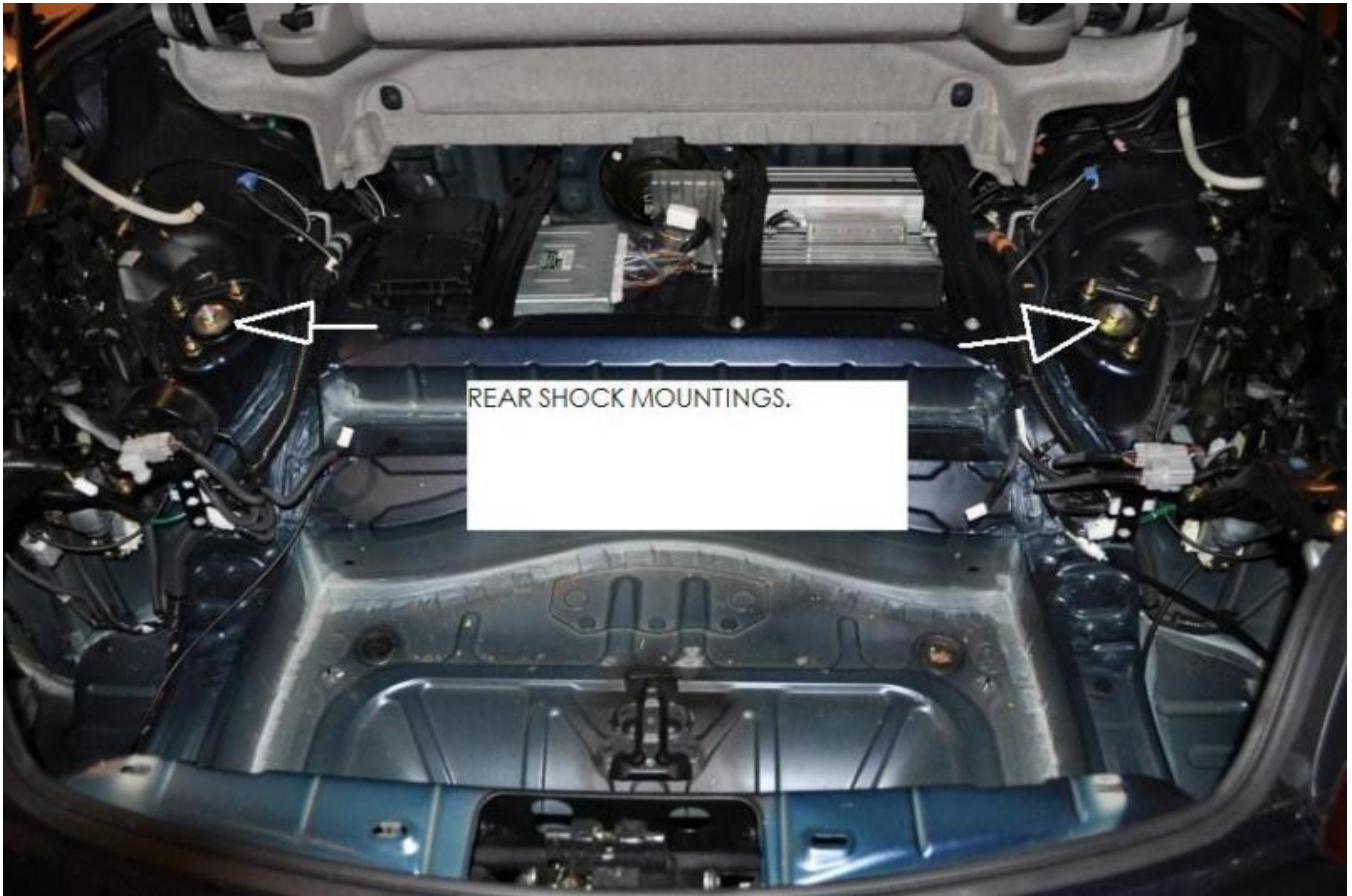




FRONT SHOCK TOP
MOUNTING BOLTS



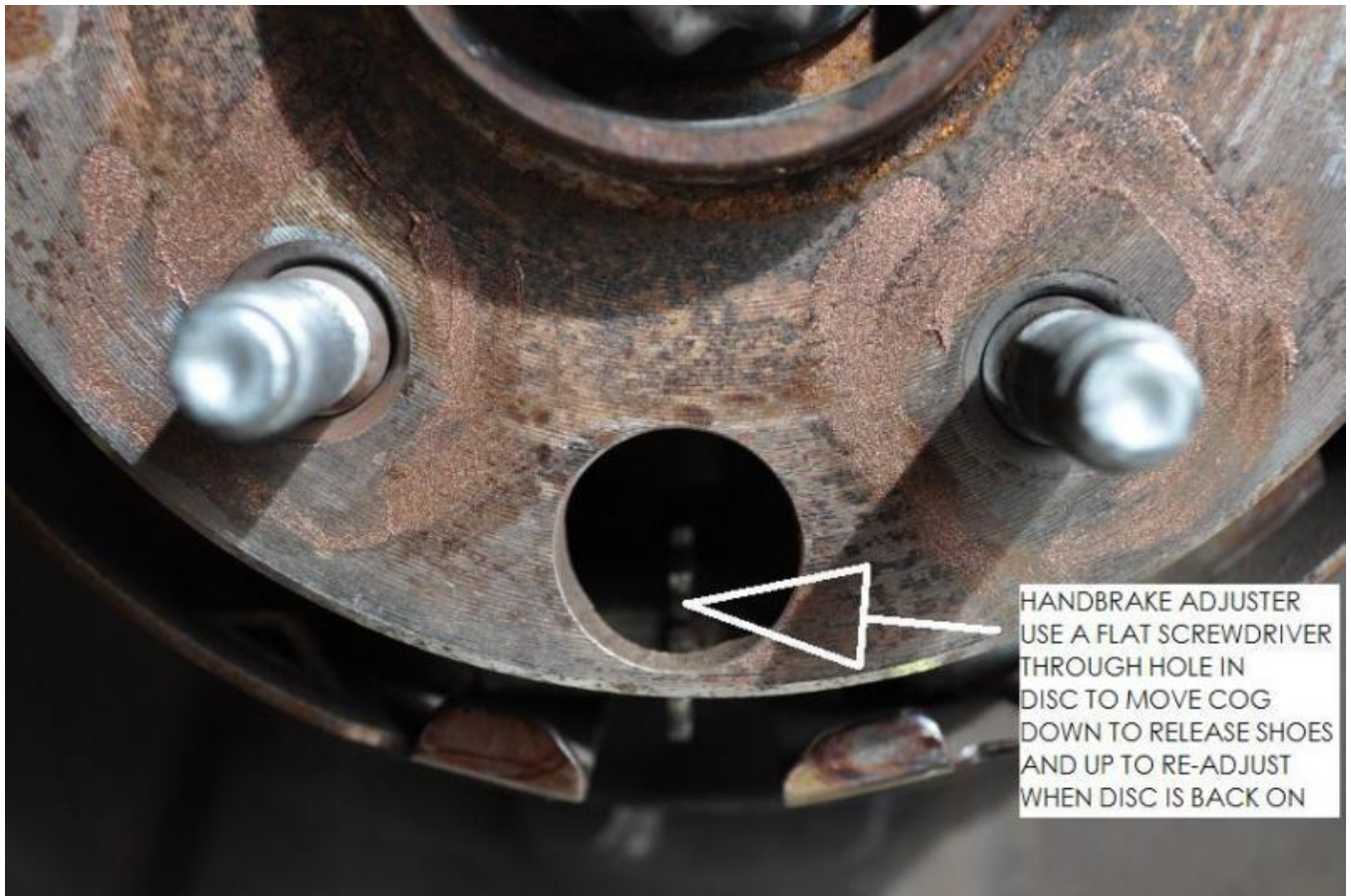
DONE



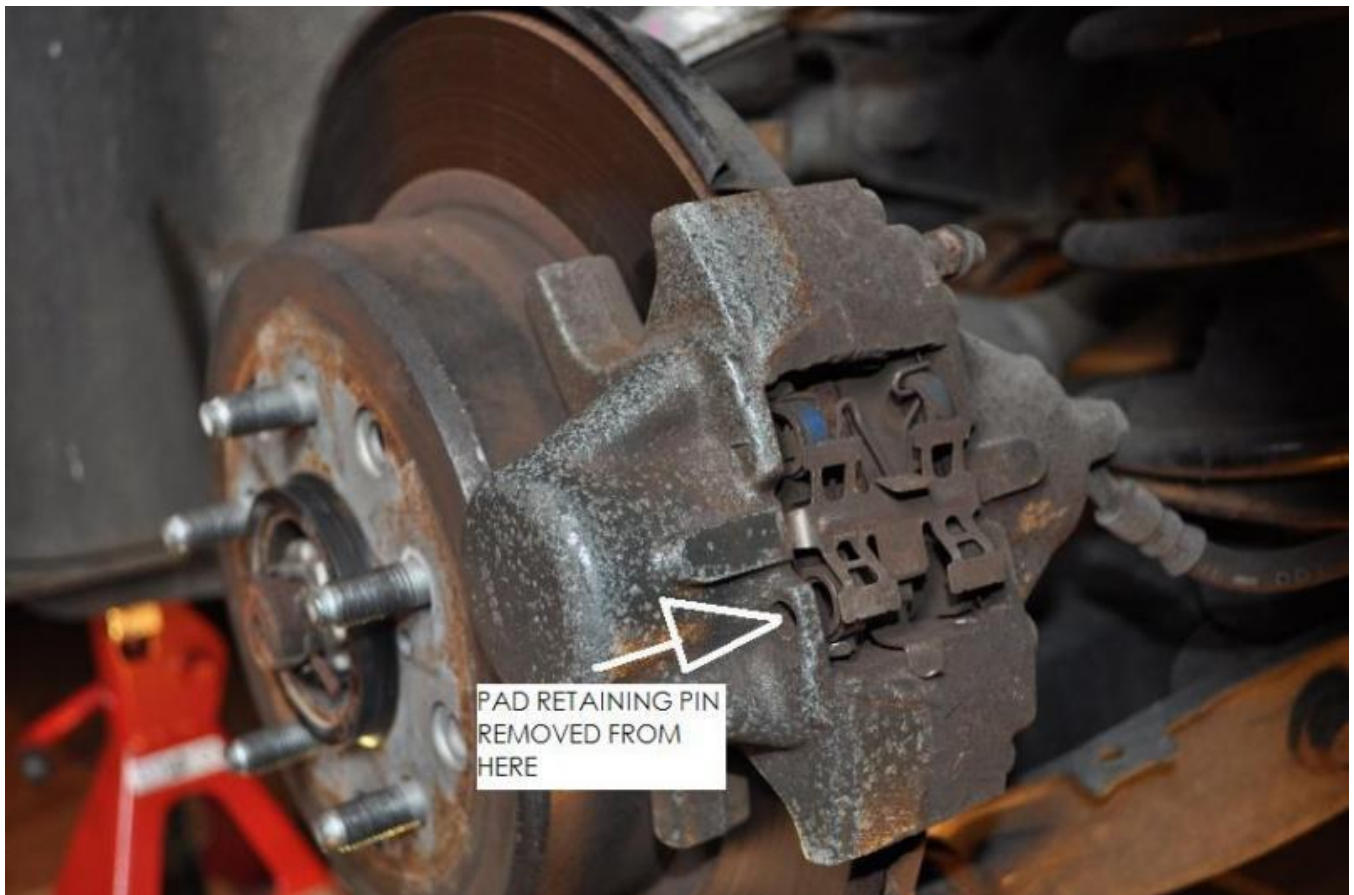
REAR SHOCK MOUNTINGS.



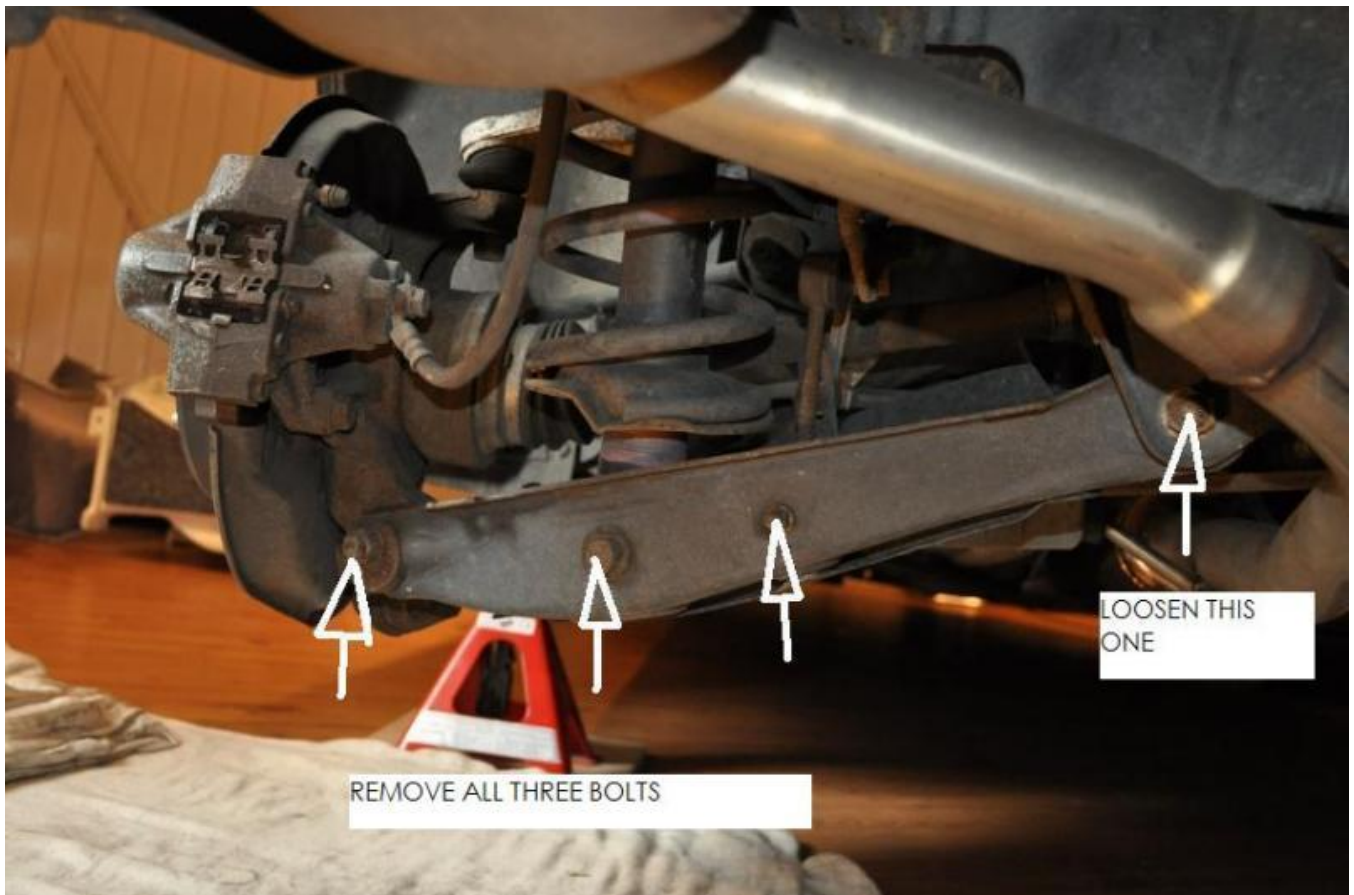
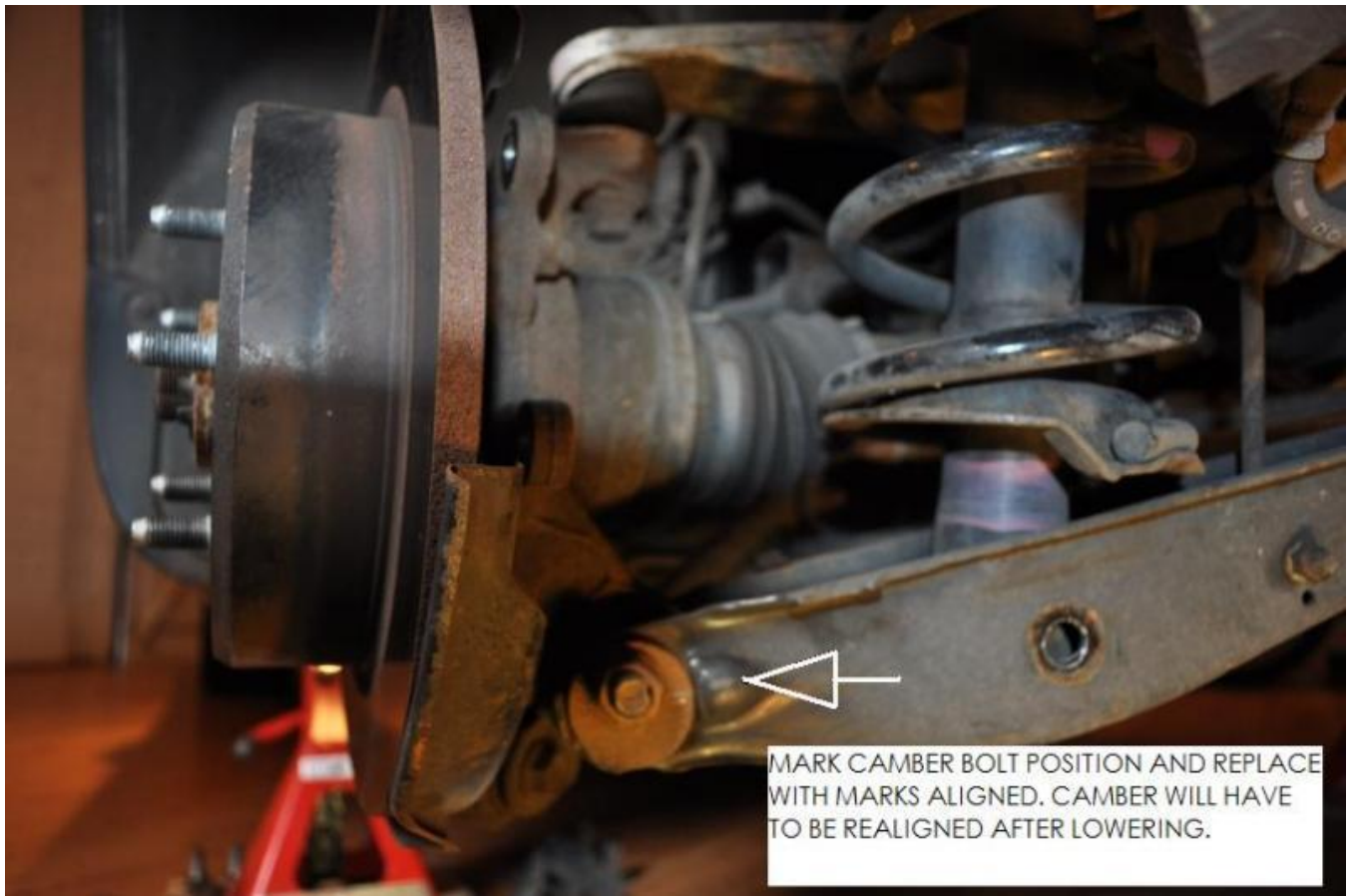
REMOVE RUBBER
BUNG TO GET TO
ADJUSTER

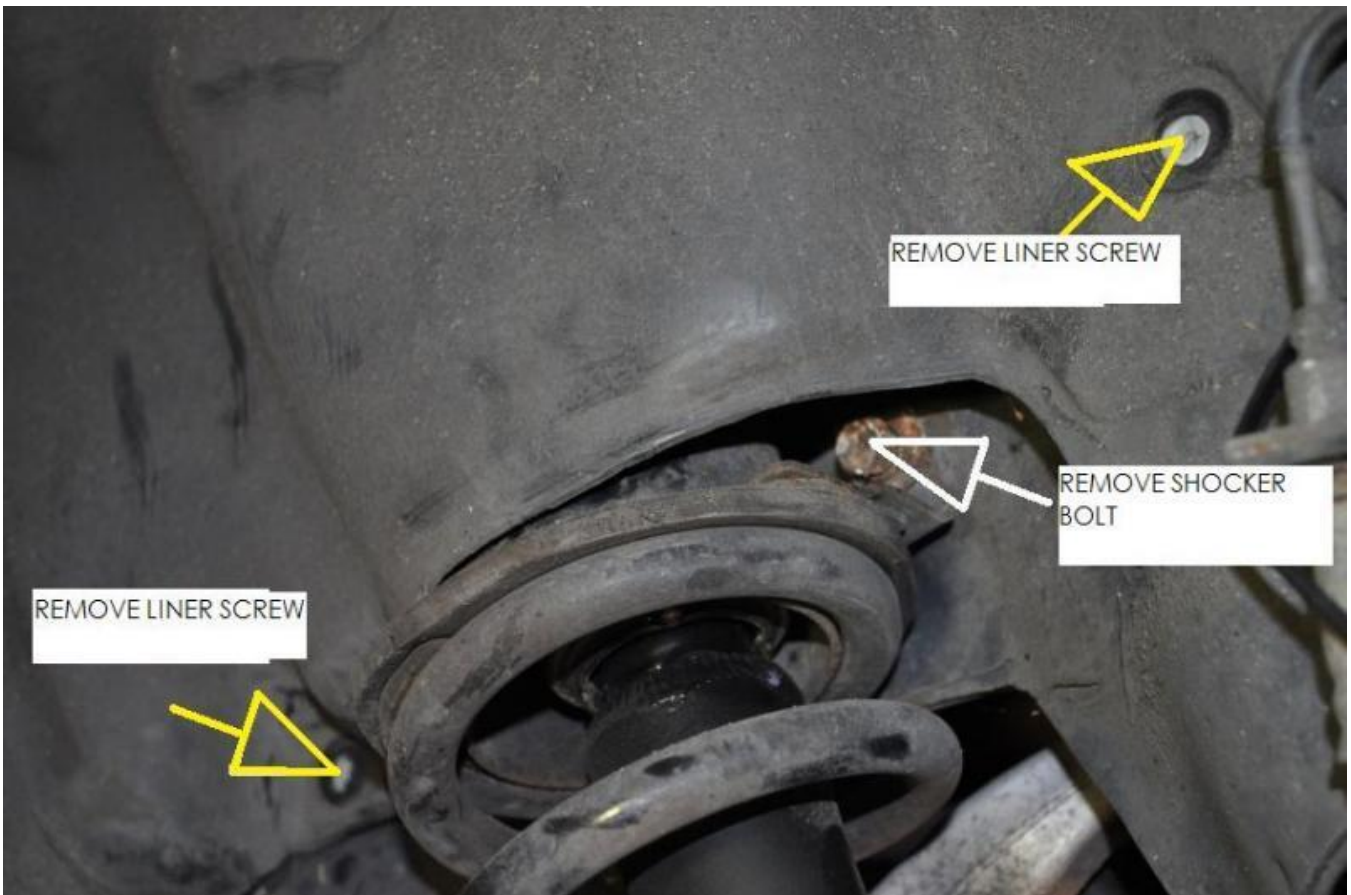
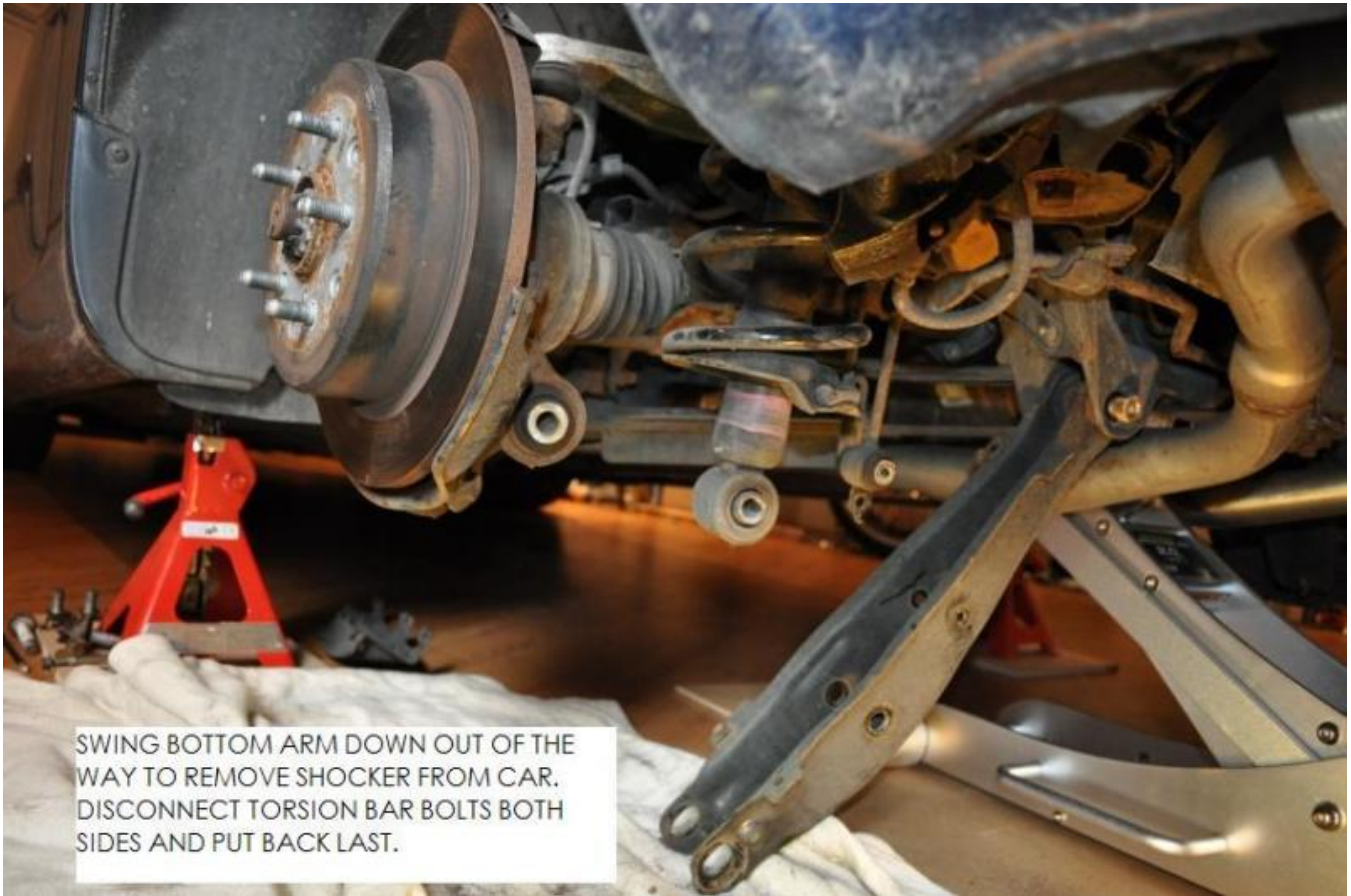


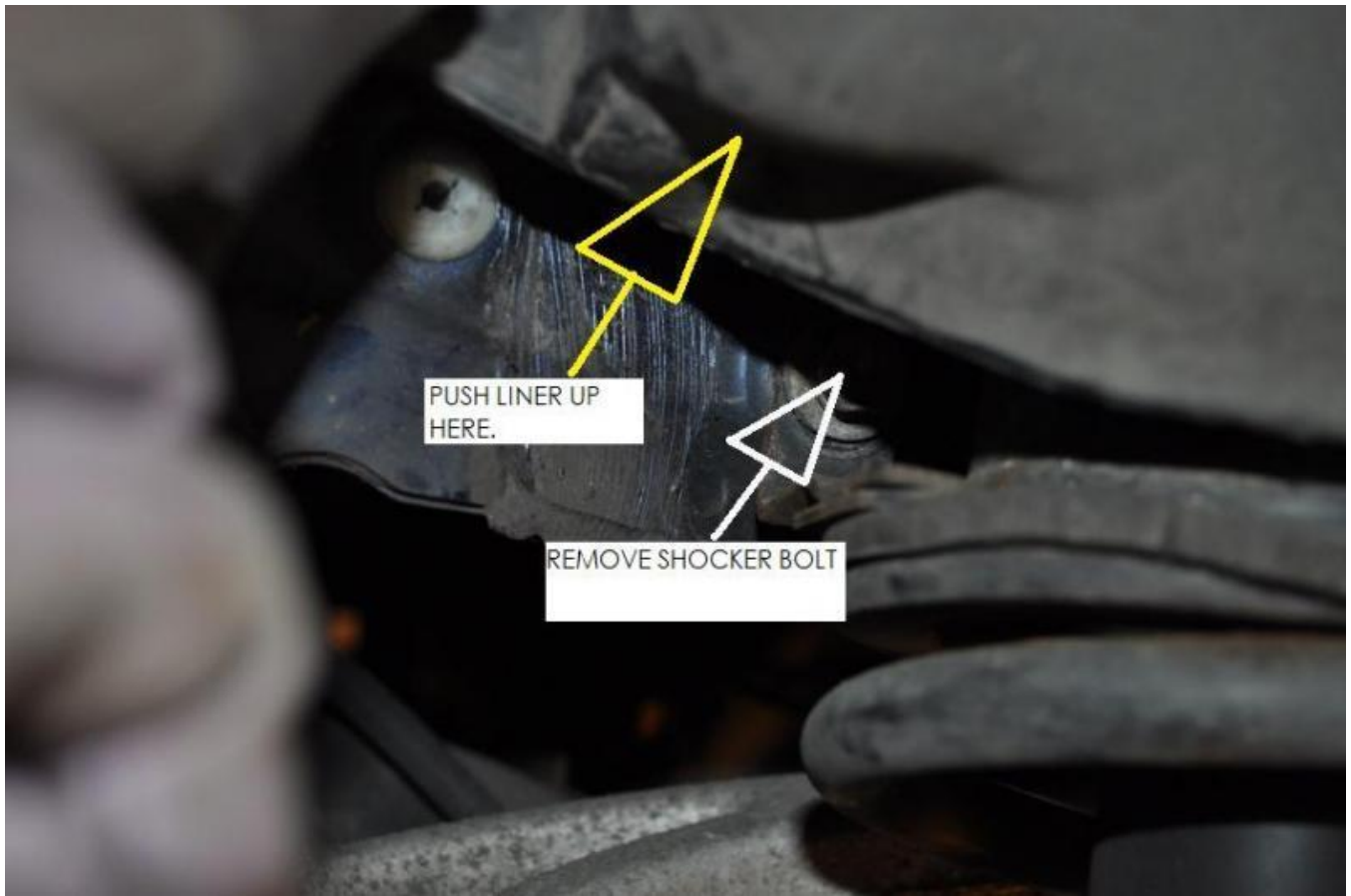
HANDBRAKE ADJUSTER
USE A FLAT SCREWDRIVER
THROUGH HOLE IN
DISC TO MOVE COG
DOWN TO RELEASE SHOES
AND UP TO RE-ADJUST
WHEN DISC IS BACK ON



PAD RETAINING PIN
REMOVED FROM
HERE





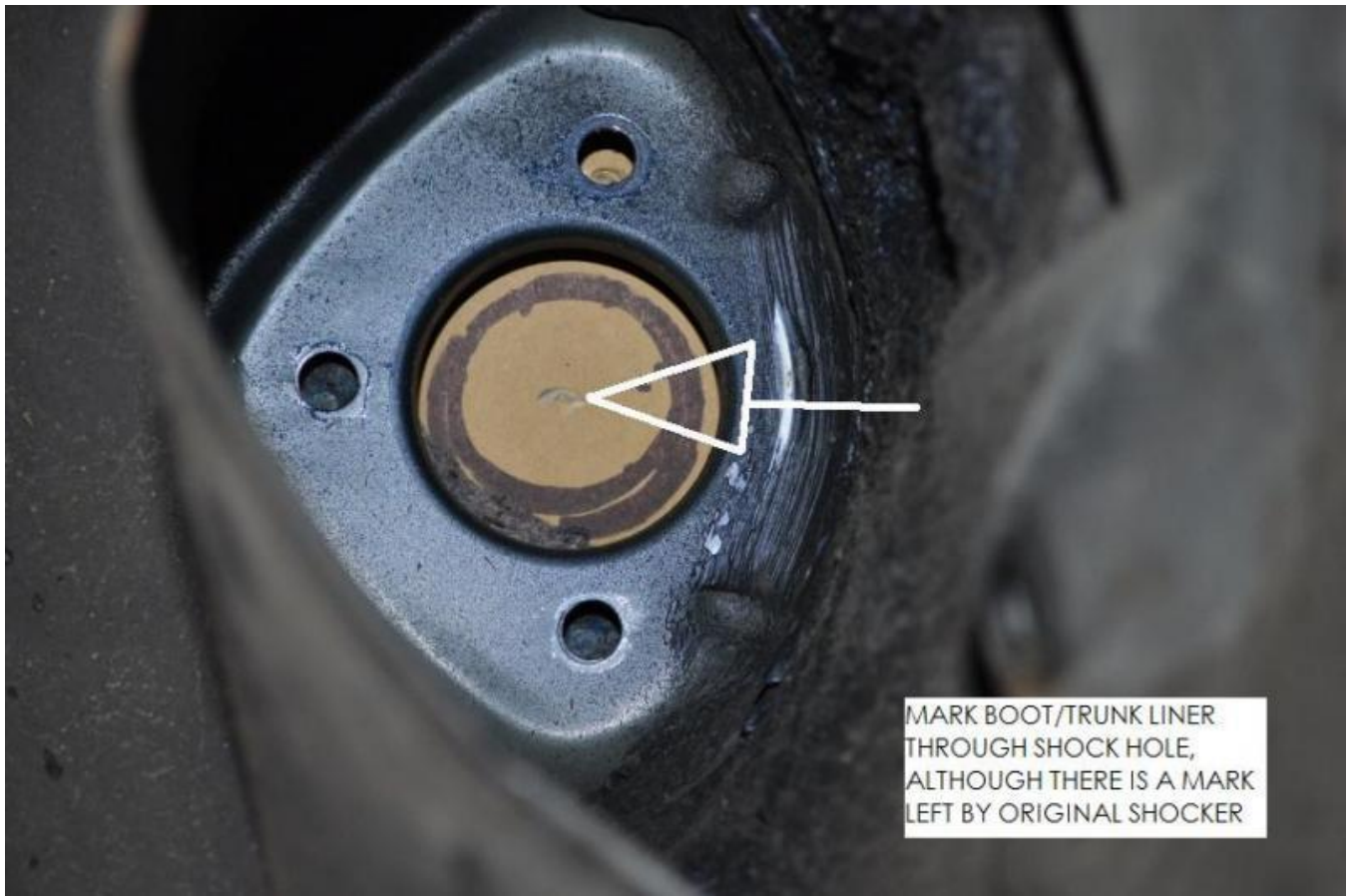


PUSH LINER UP
HERE.

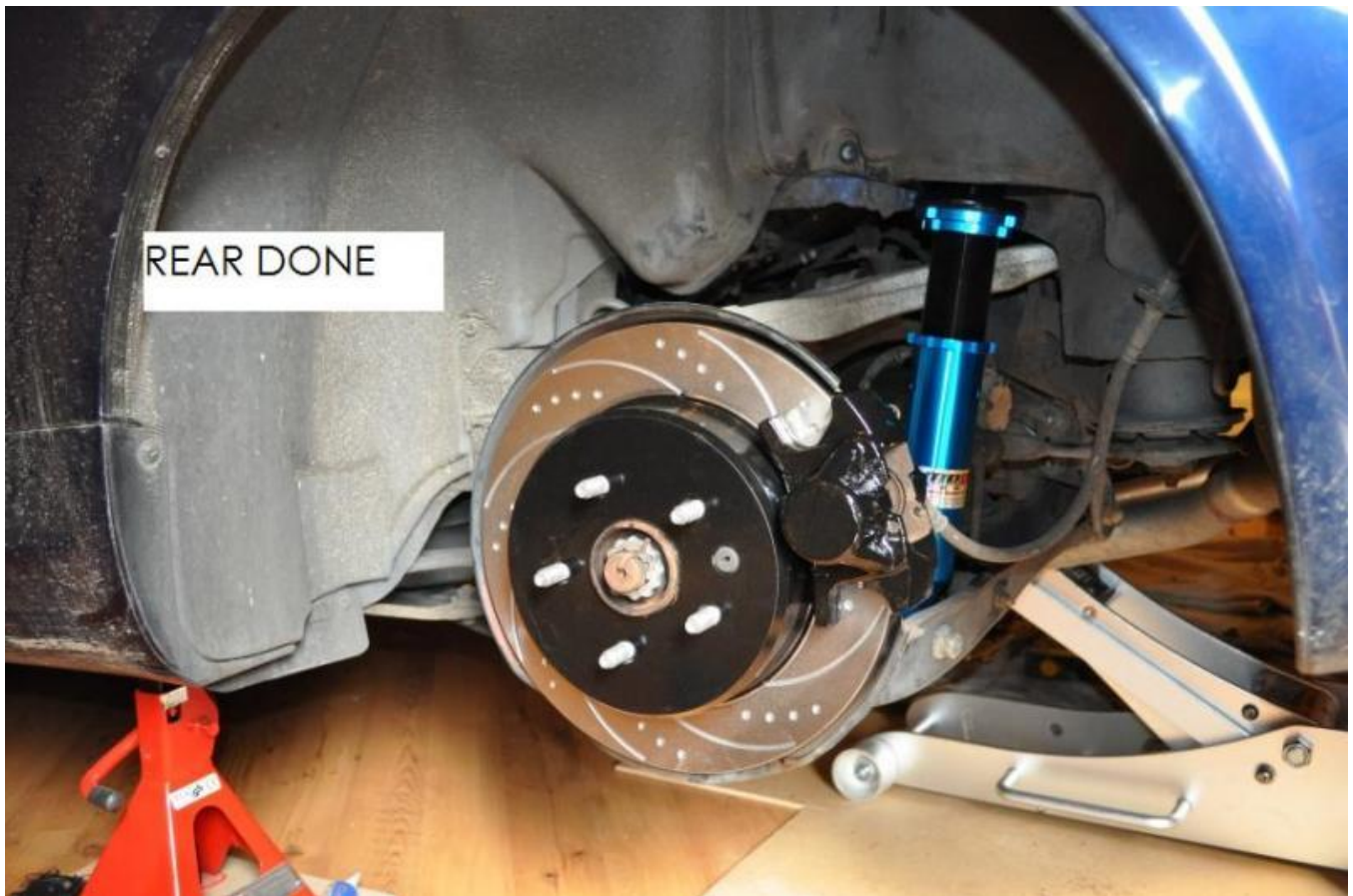
REMOVE SHOCKER BOLT



I SET REAR MEGAN 1.75 INCHES SMALLER
THAN STOCK, BUT REDUCED TO 1.5
AFTER DRIVING.



MARK BOOT/TRUNK LINER THROUGH SHOCK HOLE, ALTHOUGH THERE IS A MARK LEFT BY ORIGINAL SHOCKER



REAR DONE





AFTER



LOOKING SWEET



One of the decision's you have to make is how to provide access to the rear coilovers adjustments. Make sure you mark the center of the shock location from below before removing the trunk interior. I drilled a 1-1/2" diameter hole, bought a metal plug and drilled it for the adjustment knob and then painted it all grey. Here's how my turned out.

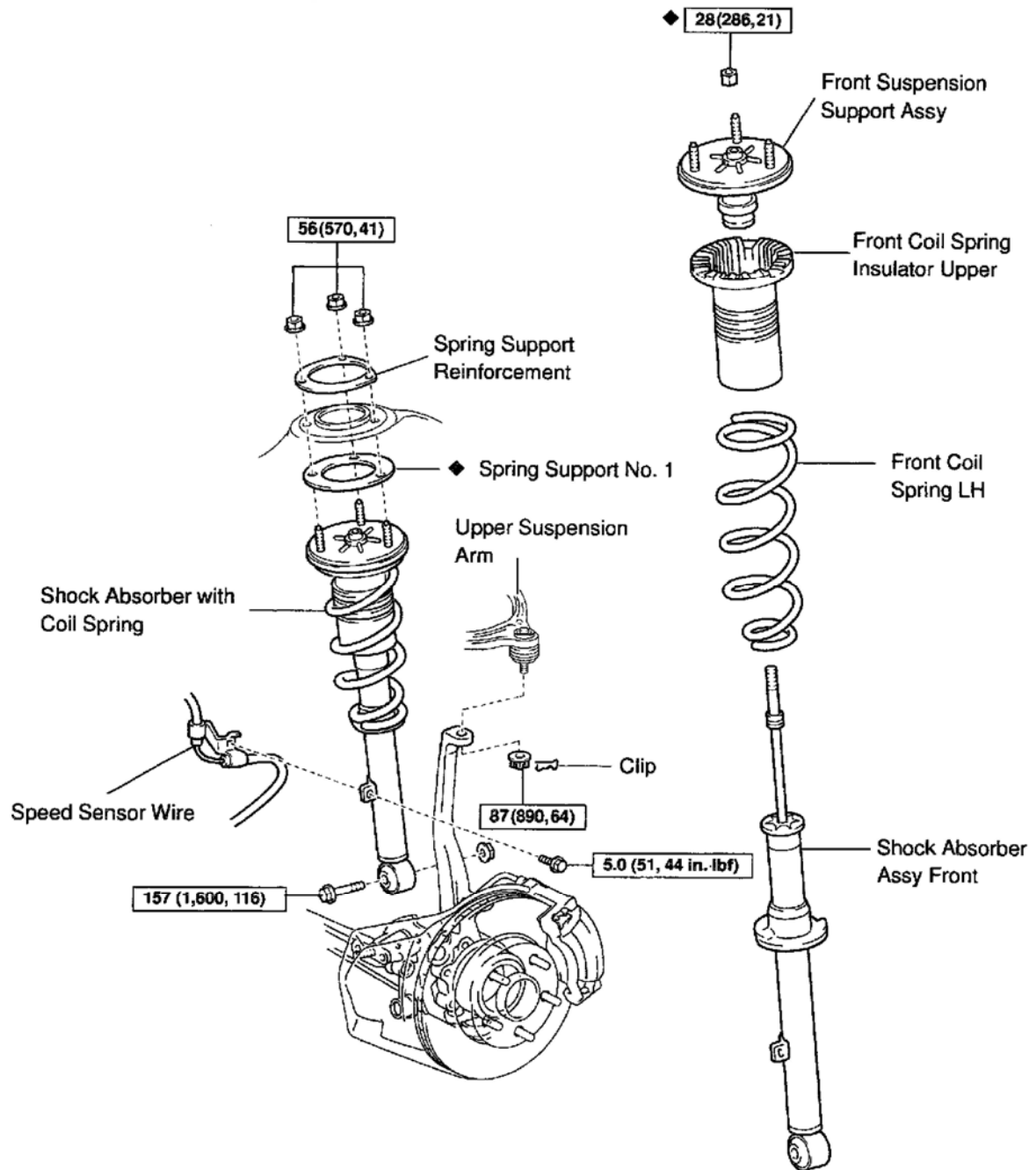


Steering and Suspension: Diagrams

Front Suspension

FRONT SUSPENSION COMPONENTS W/ RELATED COMPONENTS

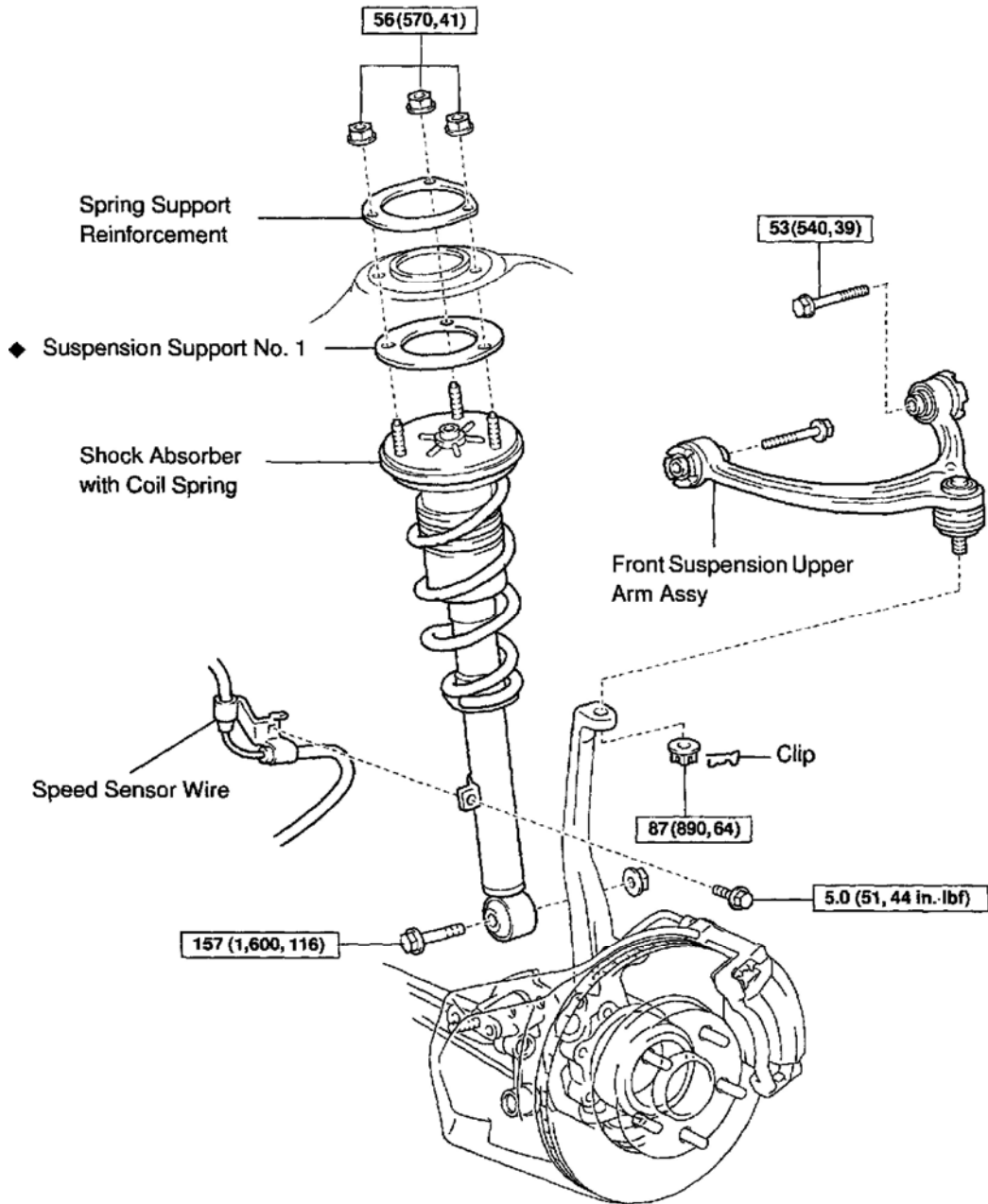
SHOCK ABSORBER ASSY FRONT:



N-m (kgf-cm, ft-lbf) : Specified torque
◆ Non-reusable part

SHOCK ABSORBER ASSY FRONT

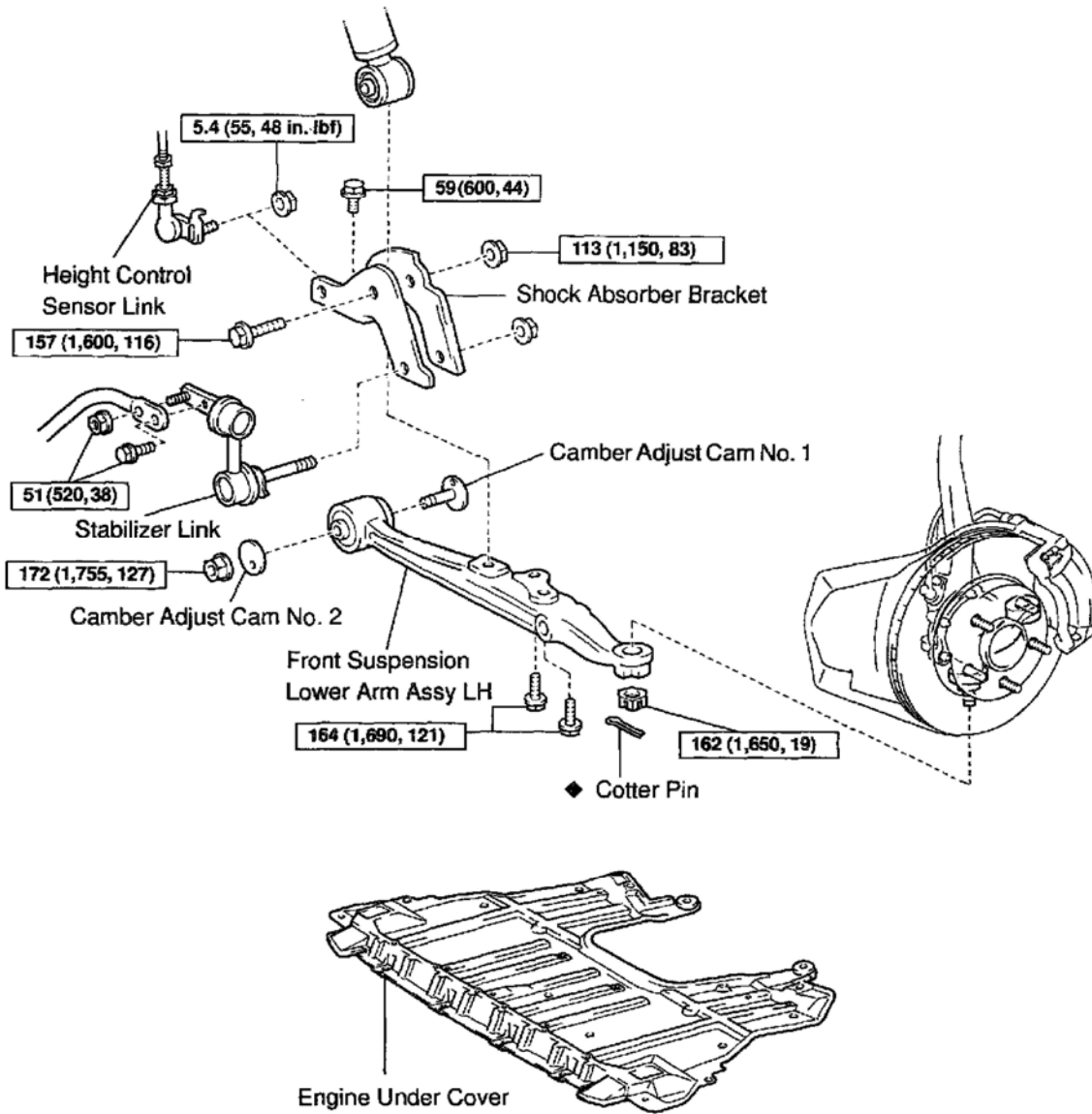
FRONT SUSPENSION UPPER ARM ASSY:



N·m (kgf·cm, ft·lbf) : Specified torque
 ◆ Non-reusable part

FRONT SUSPENSION UPPER ARM ASSY

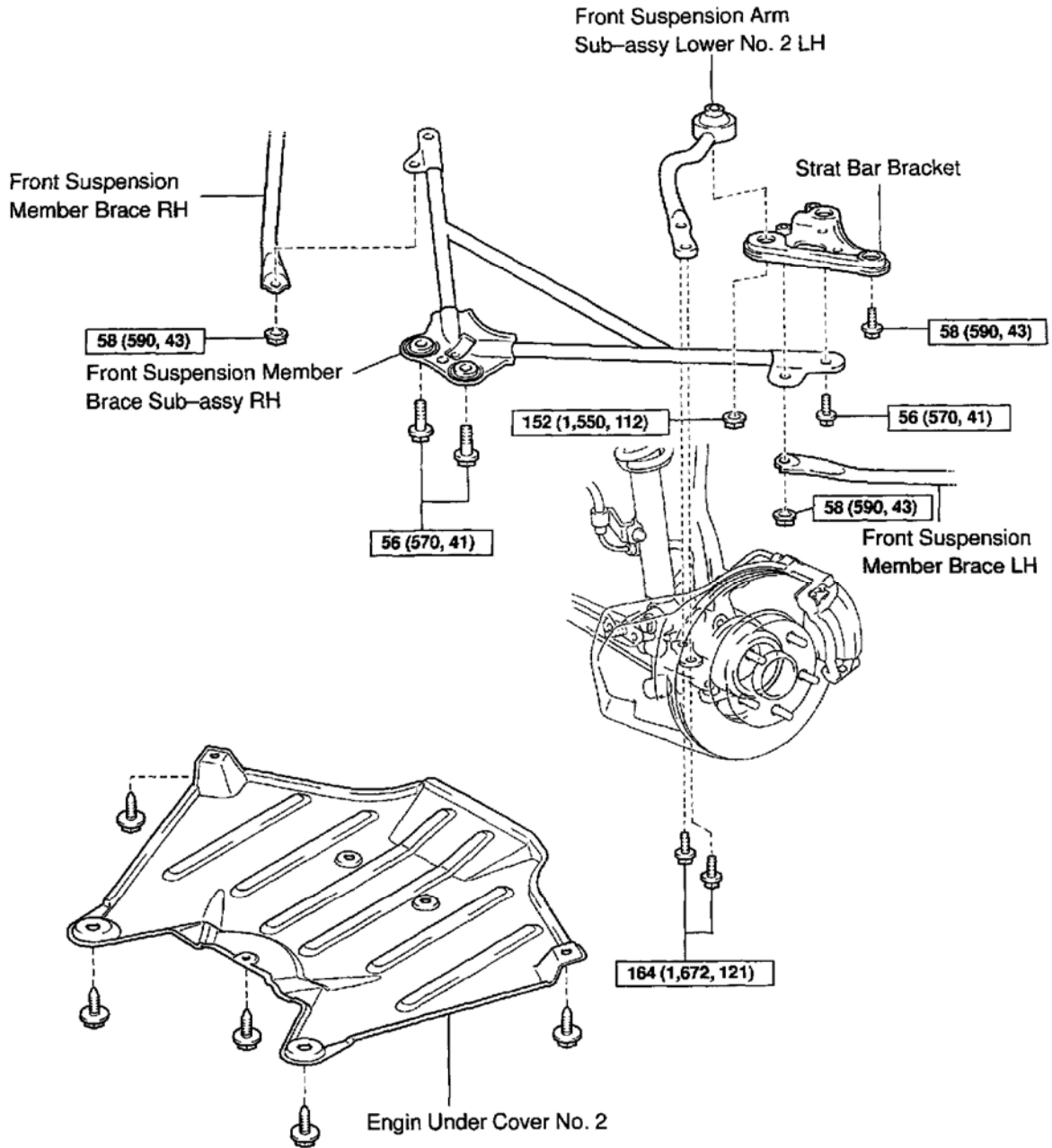
FRONT SUSPENSION LOWER ARM ASSY:



N·m (kgf·cm, ft·lbf) : Specified torque
 ◆ Non-reusable part

FRONT SUSPENSION LOWER ARM ASSY

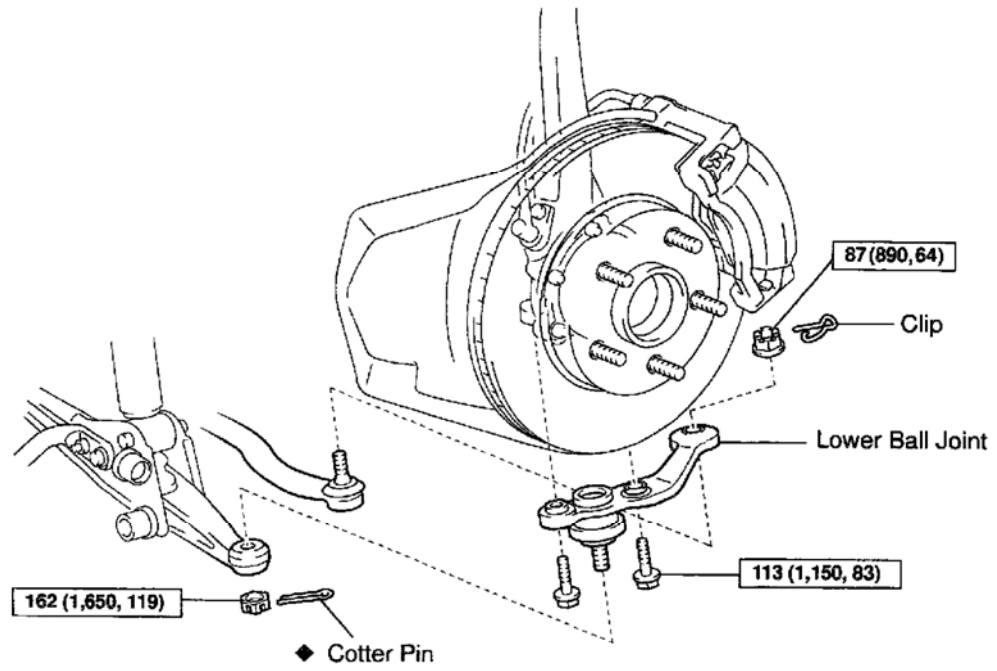
FRONT SUSPENSION ARM SUB-ASSY LOWER NO. 2 LH:



N·m (kgf·cm, ft·lbf) : Specified torque

FRONT SUSPENSION ARM SUB-ASSY LOWER NO.2 LH

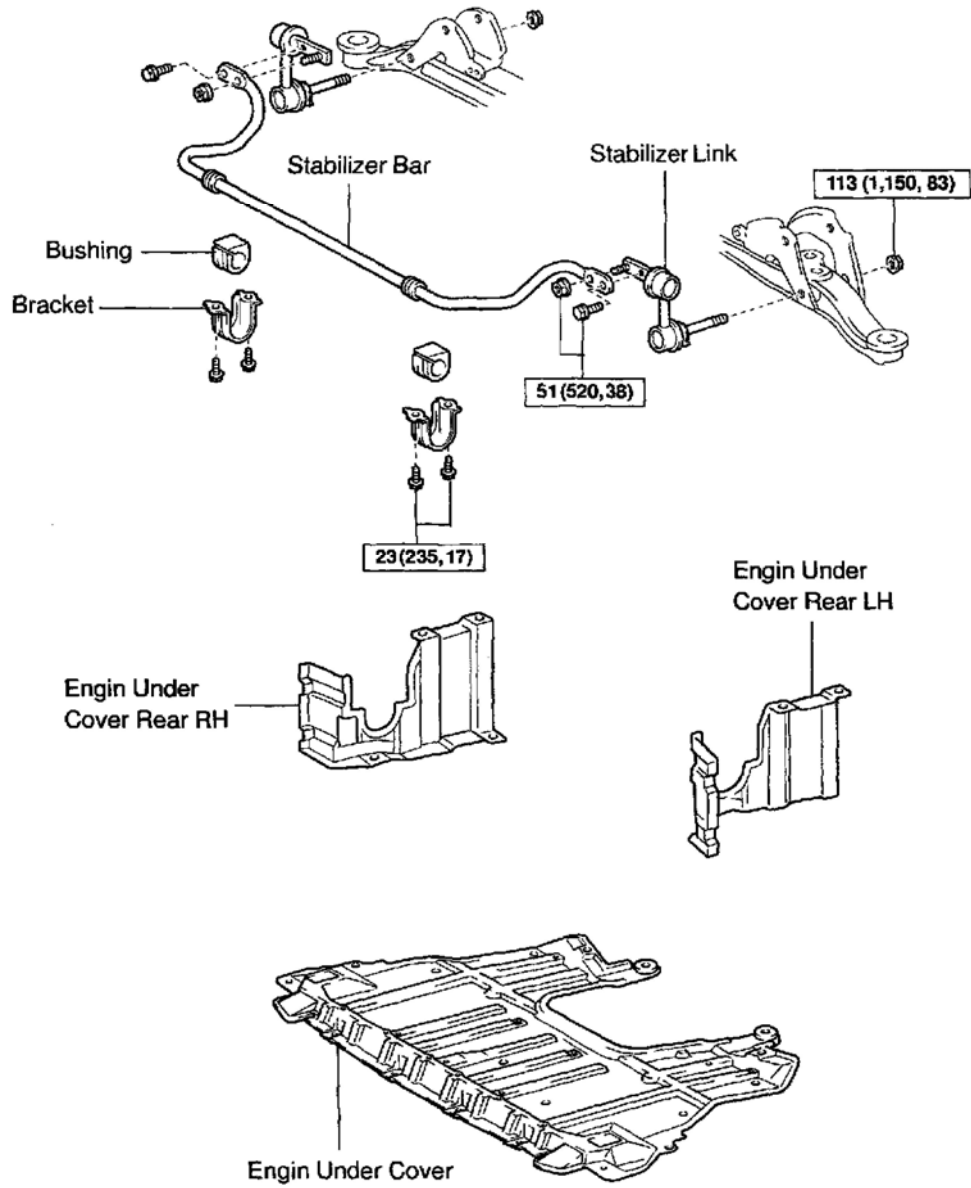
LOWER BALL JOINT ASSY FRONT:



N·m (kgf·cm, ft·lbf) : Specified torque
◆ Non-reusable part

LOWER BALL JOINT ASSY FRONT

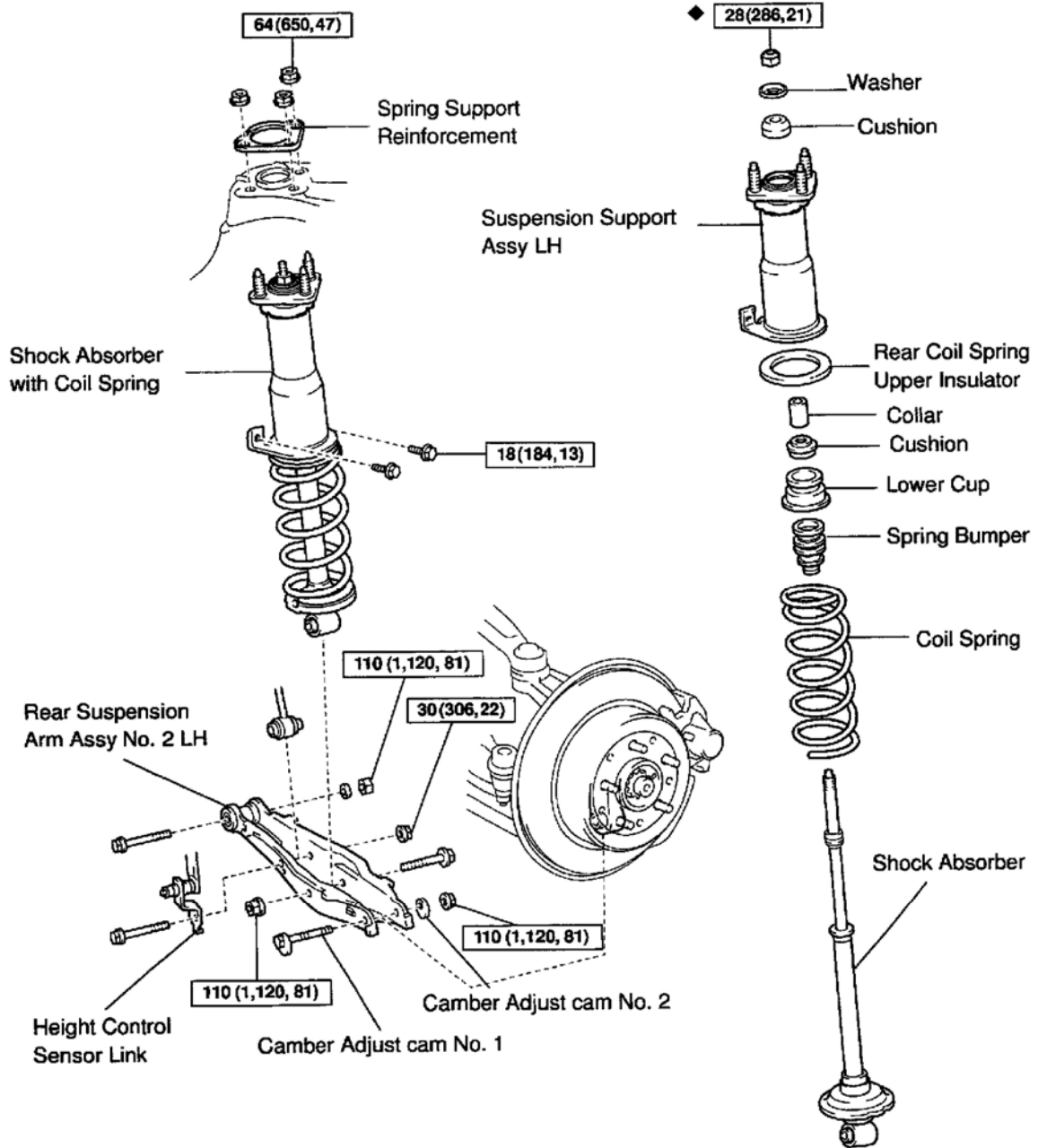
STABILIZER BAR FRONT:



N·m (kgf·cm, ft·lbf) : Specified torque

STABILIZER BAR FRONT

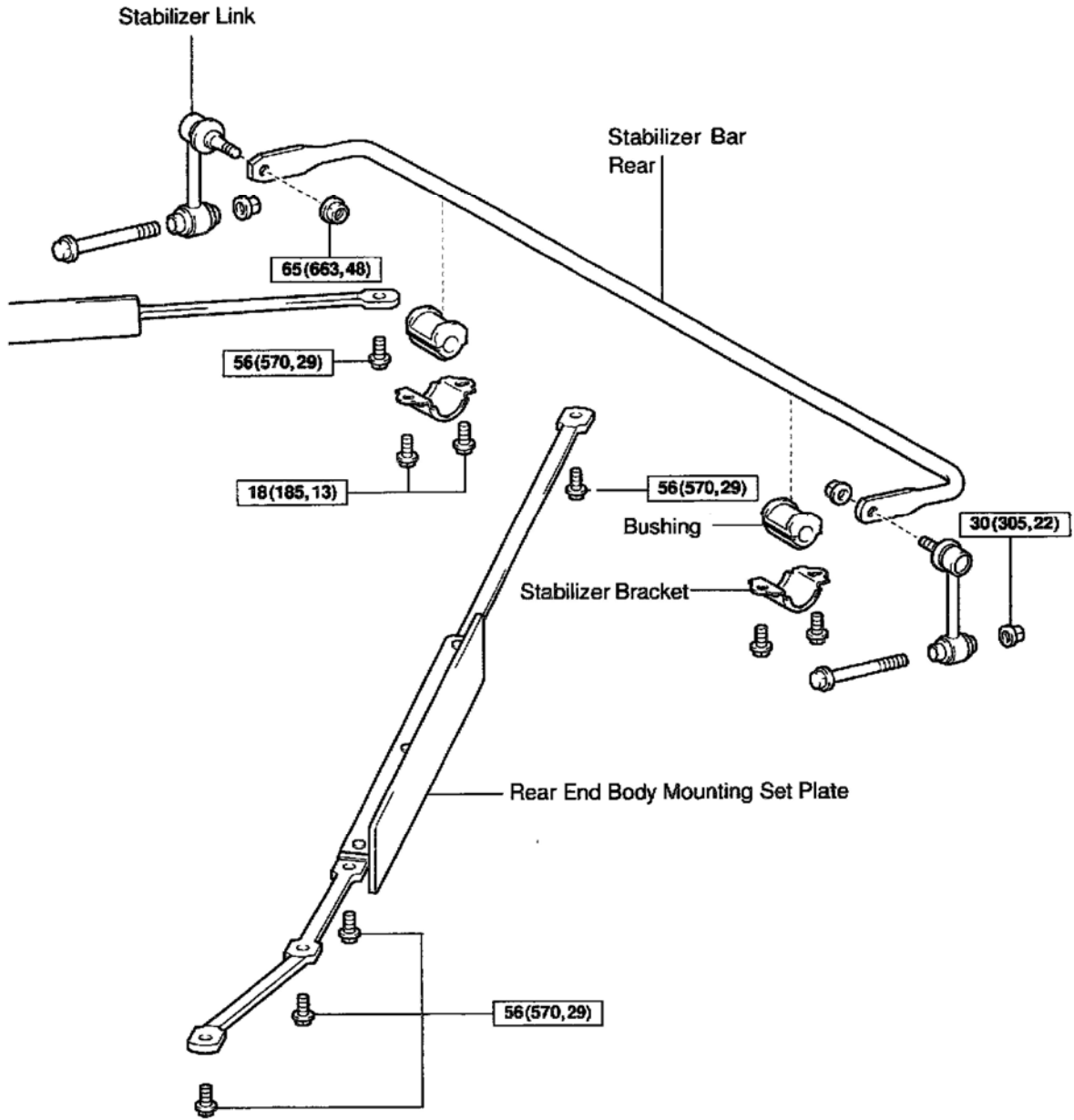
SHOCK ABSORBER ASSY REAR LH:



N·m (kgf·cm, ft·lbf) : Specified torque

◆ Non-reusable part

STABILIZER BAR REAR:



N·m (kgf·cm, ft·lbf) : Specified torque