

Change of upper/lower front wishbones

A job long dreaded, but proved to be quite easily done.

I have planned a long time to change the wishbones, and planned to change them all, both front and rear. I have access to a garage, and borrowed this for a weekend. I started Friday evening, and finished Sunday mid-day.

I had borrowed a tiger saw, and had to cut three of the bolts.

Had also bought all new wishbones, instead of changing the bushes, along with new bolts/nuts just in case.

Also changed inner/outer steering joints, ARB bushes and ARB links.

To the job then. I raised the car on a two pole lift, but worked on one corner at a time. So could have been done using a jack stand.



Then removed the trim from the wheel arch, since I was going to change the upper wishbone first. Don't need to be removed when changing only the lower wishbone. There was dirt and mud behind, so got the chance to clean that up as well.



The plastic in the wheel arch is secured by both some screws(4), and plastic clips(think it was 10), and if you have mud flaps, these must also be removed. One of the screws securing the wheel arch is behind the headlight.





This is how it looked like when trim removed.

Then started on the actual job. Loosened ARB link, and the ball joint.



Then released the height sensor, brake hose and sensor for brake pads.



Then the only thing holding the upper arms was the two big bolts. Could not access with a breaker bar, so used a wrench with a tube to get some torque. Came out easily after first loosened



This is how it looks like when completely removed. No bolts needed cutting on the upper wishbones, so these were reused.





New arm in place. The ARB link were replaced later, just here to hold the arm up. All bolts were sprayed with copper grease before replaced. Loosely fastened



Upper arm replaced, start working on the lower arm. First loosened the brake caliper, and the bolt holding the brake line



Loosened the bolt holding the Hub, the lower ball joint and the steering joint. And removed the hub complete.



Then I marked the bolts, marked on both sides, just in case, since I had not done this job before.



Then I loosened the bolt holding the damper, before I removed the wishbone. The rear bolt was seized, so had to be cut.



The new arm was set in place. Inserted the two inner bolts, and hand tightened. Temporarily inserted the bolt in the damper as well. Then replaced the hub, and “hanged” it in place on the upper wishbone



Then the bolt on the damper was removed again, to set the right height on the wishbones before all was tightened. The height is 485 mm from center of hub, to highest point on wheel arch, if I remember correct.



Then the damper was fastened again, the brake caliper returned, and the plastic wheel arch returned. First corner completed, and used about 3-4 hours in total. A bit longer on the side where I had to cut the bolt.

Will update later with the rear arms.