

STRUT ASSEMBLY INSTALLATION INSTRUCTIONS

FIT IT RIGHT. VERIFY EVERY STEP.

Professional general fitting guidance for NEXORA complete automotive strut assemblies.

IMPORTANT INSTALLATION NOTICE

Always follow the vehicle manufacturer's service procedure, torque specifications, alignment requirements, and safety instructions. This guide is general information and does not replace vehicle-specific OE service information. Installation should be performed by a qualified technician using appropriate lifting equipment and tools. A complete preassembled strut should not require spring compression for normal replacement; never disassemble the spring/upper mount unless the correct spring compressor and OE procedure are used.

PREPARE THE VEHICLE, PART, AND WORK AREA

01

VERIFY APPLICATION

Confirm the NEXORA strut assembly matches the vehicle year, make, model, drivetrain, axle position, left/right side, suspension package, mounting configuration, and any electronic or adaptive-suspension requirements.

02

COMPARE ASSEMBLIES

Compare the replacement assembly with the removed/OE unit before installation. Verify overall configuration, spring orientation, upper mount position, lower bracket, sway-bar link mount, brake-hose/ABS brackets, and hardware locations.

03

INSPECT RELATED COMPONENTS

Inspect the steering knuckle, control arms, ball joints, sway-bar links, tie-rod ends, wheel bearing/hub, brake hose, ABS wiring, tires, and mounting points for wear or damage.

04

PREPARE TOOLS & HARDWARE

Use approved lifting equipment, jack stands or a professional lift, a calibrated torque wrench, and the correct hand tools. Replace single-use fasteners or self-locking nuts whenever specified by the vehicle manufacturer.

STEP-BY-STEP FITTING GUIDANCE

01

PREPARE THE VEHICLE

Park on a level surface, engage the parking brake, secure the wheels, and loosen wheel fasteners as appropriate. Raise the vehicle at approved lifting points, support it securely, and remove the wheel.

02

SUPPORT THE SUSPENSION

Support the steering knuckle/lower suspension as required so components cannot drop or place excessive load on the brake hose, CV axle, ball joint, or ABS wiring when the strut is disconnected.

03

DISCONNECT ATTACHED COMPONENTS

Remove brackets, sway-bar link connections, brake-hose retainers, ABS/wheel-speed sensor wire retainers, and other items attached to the strut as required. Do not allow the brake hose or electrical wiring to stretch, twist, or support component weight.

04**DISCONNECT THE STRUT FROM THE KNUCKLE**

Mark component relationships if the OE procedure requires it. Remove the lower strut-to-knuckle fasteners while supporting the knuckle. Note that some applications use cam bolts or slotted mounting points that influence wheel alignment.

05**REMOVE THE UPPER MOUNT FASTENERS**

Support the strut assembly before removing the upper mounting fasteners. Remove only the fasteners that attach the complete assembly to the body/strut tower. Do not remove the center piston-rod/upper-mount nut from a loaded spring assembly.

06**REMOVE & COMPARE THE ASSEMBLY**

Carefully remove the old strut. Compare it with the NEXORA assembly for side, orientation, spring clocking, upper mount position, lower bracket geometry, hose/ABS brackets, and overall configuration before installation.

07**INSTALL THE NEXORA STRUT ASSEMBLY**

Position the complete assembly in the strut tower and start the upper mounting fasteners by hand. Align the lower bracket with the steering knuckle and install the lower fasteners without forcing or cross-threading components.

08**RECONNECT COMPONENTS & TORQUE**

Reconnect the sway-bar link, brake-hose and ABS retainers, and all other removed components. Torque upper mount, lower strut-to-knuckle, link, wheel, and related fasteners to the vehicle manufacturer's specified values and procedures.

09**FINAL CHECK, ALIGNMENT & ROAD TEST**

Verify hose/wire routing, spring and mount orientation, fastener security, and clearance through steering movement. Reinstall the wheel and torque fasteners to OE specification. Perform a wheel alignment whenever required after strut replacement, then conduct a controlled road test and recheck for noise, pull, warning lights, or abnormal handling.

INSTALLATION WARNINGS

!	DO NOT remove the center piston-rod/upper-mount nut from a loaded spring assembly.
!	DO NOT attempt to disassemble or compress a coil spring without an approved spring compressor and the correct OE procedure.
!	DO NOT allow the steering knuckle to hang by the brake hose, CV axle, or ABS/wheel-speed sensor wiring.
!	DO NOT use an impact wrench as a substitute for final tightening with a calibrated torque wrench where OE procedure requires controlled torque.
!	DO NOT interchange left- and right-hand strut assemblies or alter spring/mount orientation.
!	DO NOT reuse single-use or self-locking fasteners when the vehicle manufacturer specifies replacement.
!	ALWAYS verify whether lower strut fasteners affect camber and whether a wheel alignment is required after installation.

FINAL QUALITY CHECK

■ Correct left/right strut application and orientation verified	■ Upper mount and lower knuckle fasteners torqued to OE specification
■ Spring seated and clocked correctly within the complete assembly	■ Brake hose and ABS wiring routed and retained without tension or interference
■ Sway-bar link and all related suspension hardware correctly installed	■ No contact or interference through normal steering movement
■ Wheel fasteners torqued to OE specification and alignment completed where required	■ Road test completed without noise, pull, warning lights, vibration, or abnormal handling

TECHNICAL SUPPORT

For application, fitment, or installation assistance, contact NEXORA Technical Support. Have the vehicle year, make, model, drivetrain/suspension information, VIN when appropriate, and NEXORA part number available.

PROFESSIONAL NOTE

Suspension designs and procedures vary significantly. Always verify current OE service information for fastener replacement, component support, spring handling, electronic/adaptive suspension procedures, ride-height considerations, wheel alignment requirements, and all torque specifications before returning the vehicle to service.

PRECISION DRIVELINE PARTS, BUILT TO STAY INSTALLED.