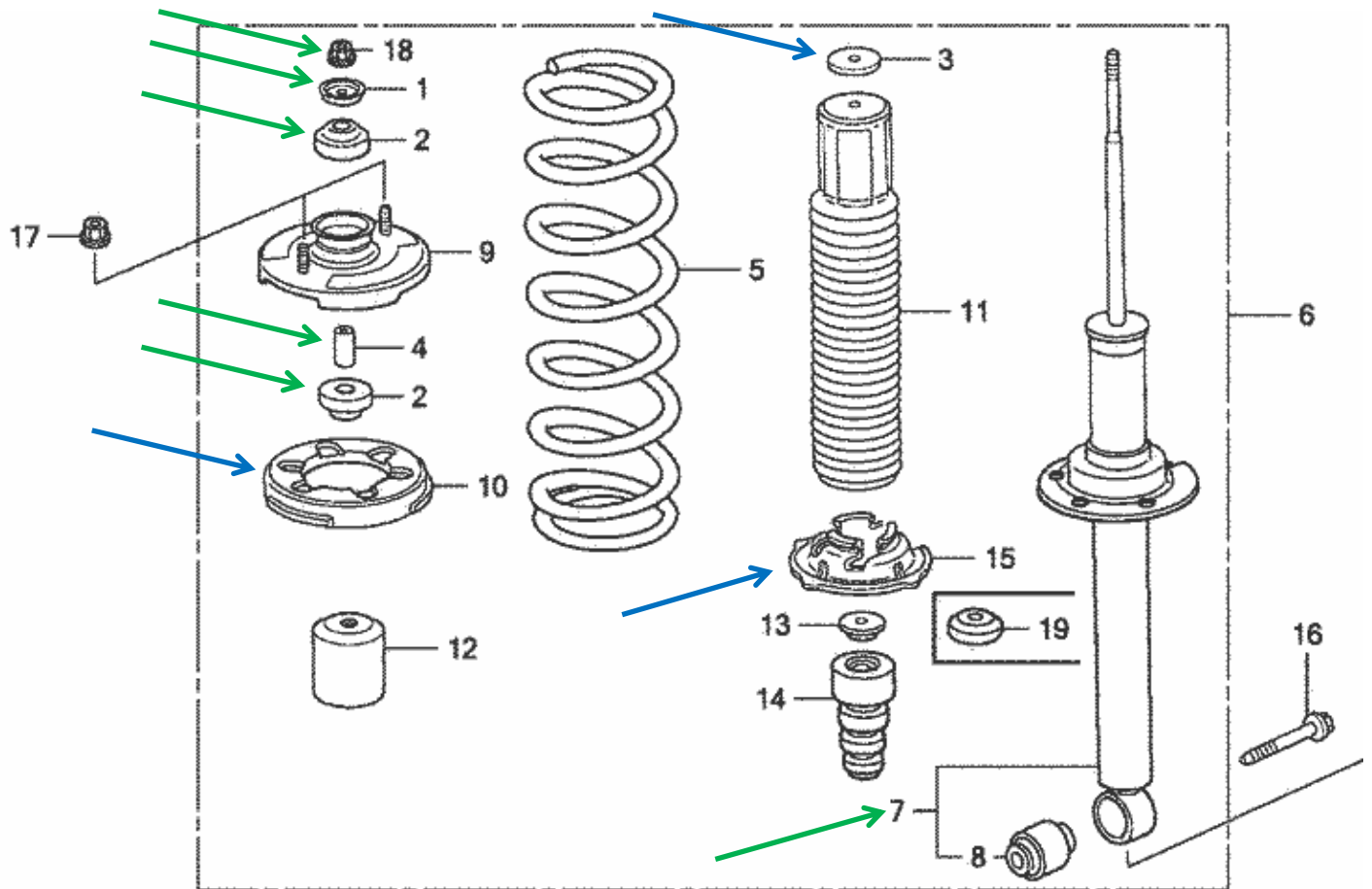


Rear Shock Replacement – 2007 Honda Accord

This is step-by-step documentation for replacing the rear shock absorbers in a 2007 Honda Accord. Hopefully it will be of use to you if you are about to perform this job yourself:



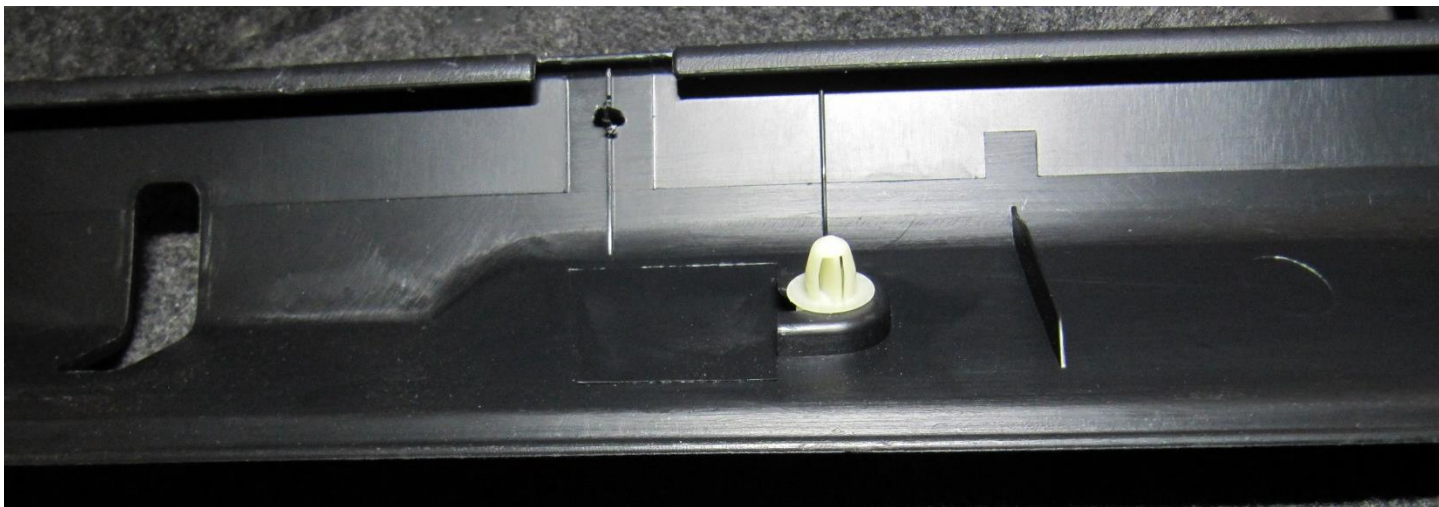
The parts with green arrows are the ones I replaced. In hindsight, if I were to do the job again, I would probably replace the items shown in blue as well (they showed some wear, but seemed to be in pretty good shape).



First you need to remove the trim piece behind the rear seat shown below to gain access to the top of the struts and their mounting nuts:



This trim piece has white clips that hold it in place from the top, and then on the bottom it hooks around the metal frame of the top of the trunk opening. I think you are supposed to remove the side seat sections to gain better access, but I wrestled it out by unhooking the front edge and then prying it up in the rear on the top:



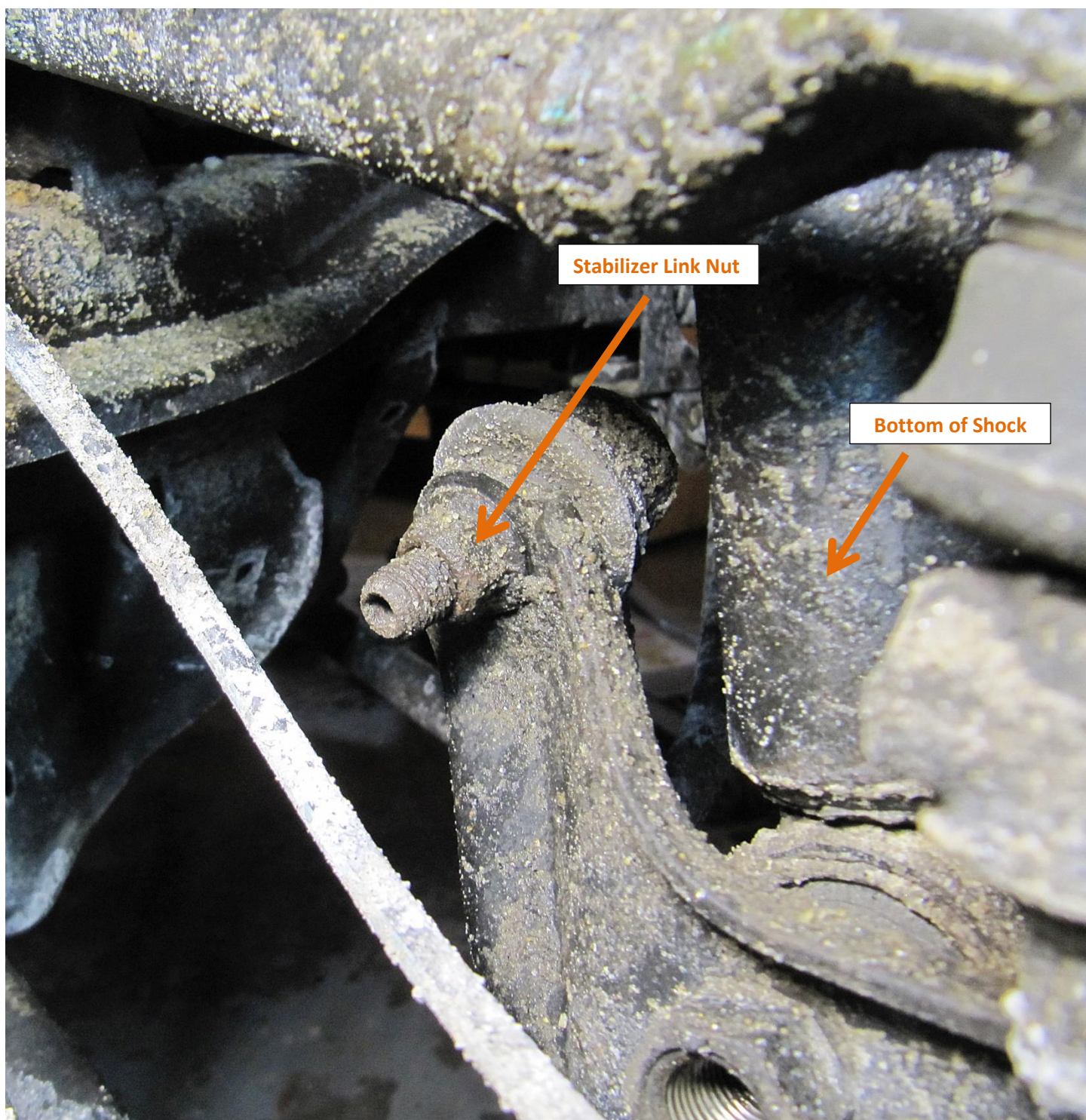
This provides access to the two nuts holding the rear strut in place as shown below:



Remove the two strut mounting nuts:



The service manual recommends removing the top of the stabilizer link so that there is sufficient room to remove the strut and get it out. It may be possible to avoid removing the stabilizer link, but I am not sure – it is pretty tight.



The stabilizer link nut can be notoriously difficult to get off because the bolt tends to just spin in the stabilizer joint. I figured I was probably going to have to just cut it off and replace the link, but I actually did succeed in getting the nut off on both sides. I found that it helped to clean up the threads first. I used a dremel and wire wheel, but a small wire brush probably would have worked as well.



First, I broke the nut free with a socket and ratchet. Then I used a 5mm hex socket to keep the bolt from turning. But you probably can't put a whole lot of torque on it before it will strip out (which is why cleaning up the threads helped a lot in getting the nut off).



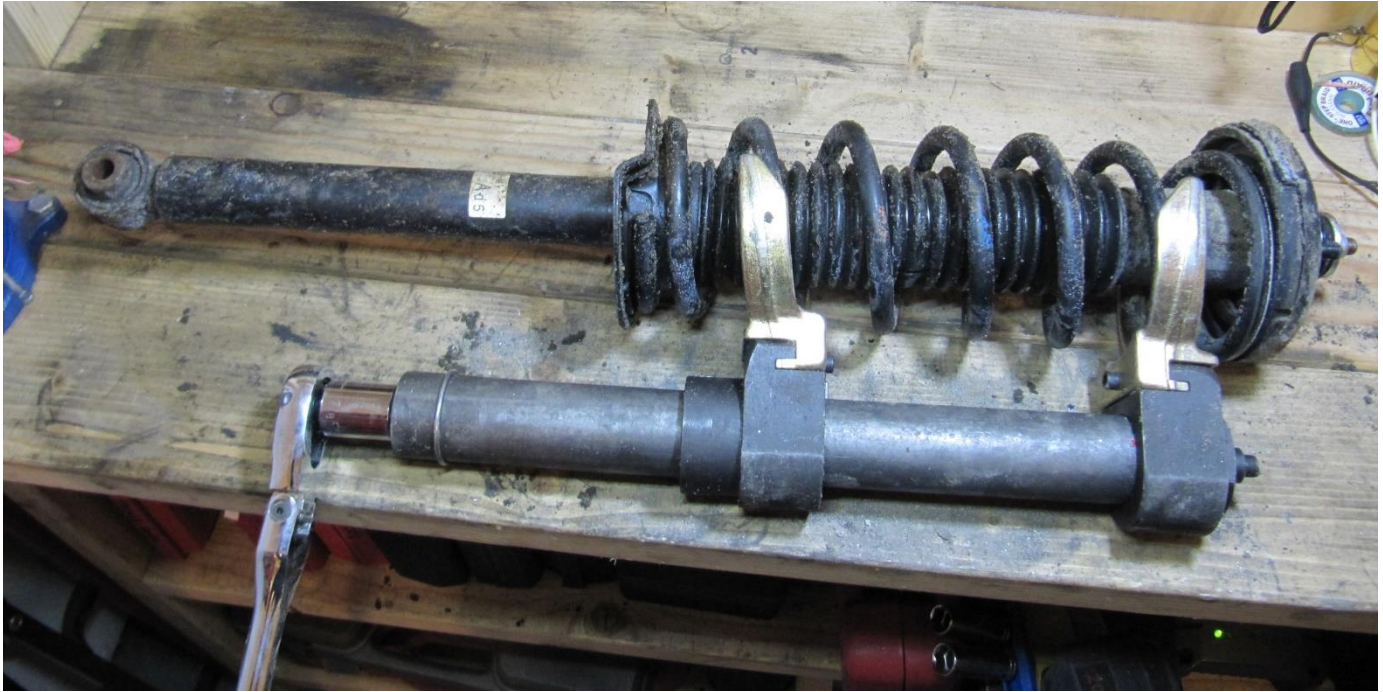
Remove the bolt holding the strut to the knuckle:



You may need a pry bar to force out the bottom of the strut (it may also help to push down on the knuckle/rotor with your foot). Once it is free, you can pull out the entire strut assembly.



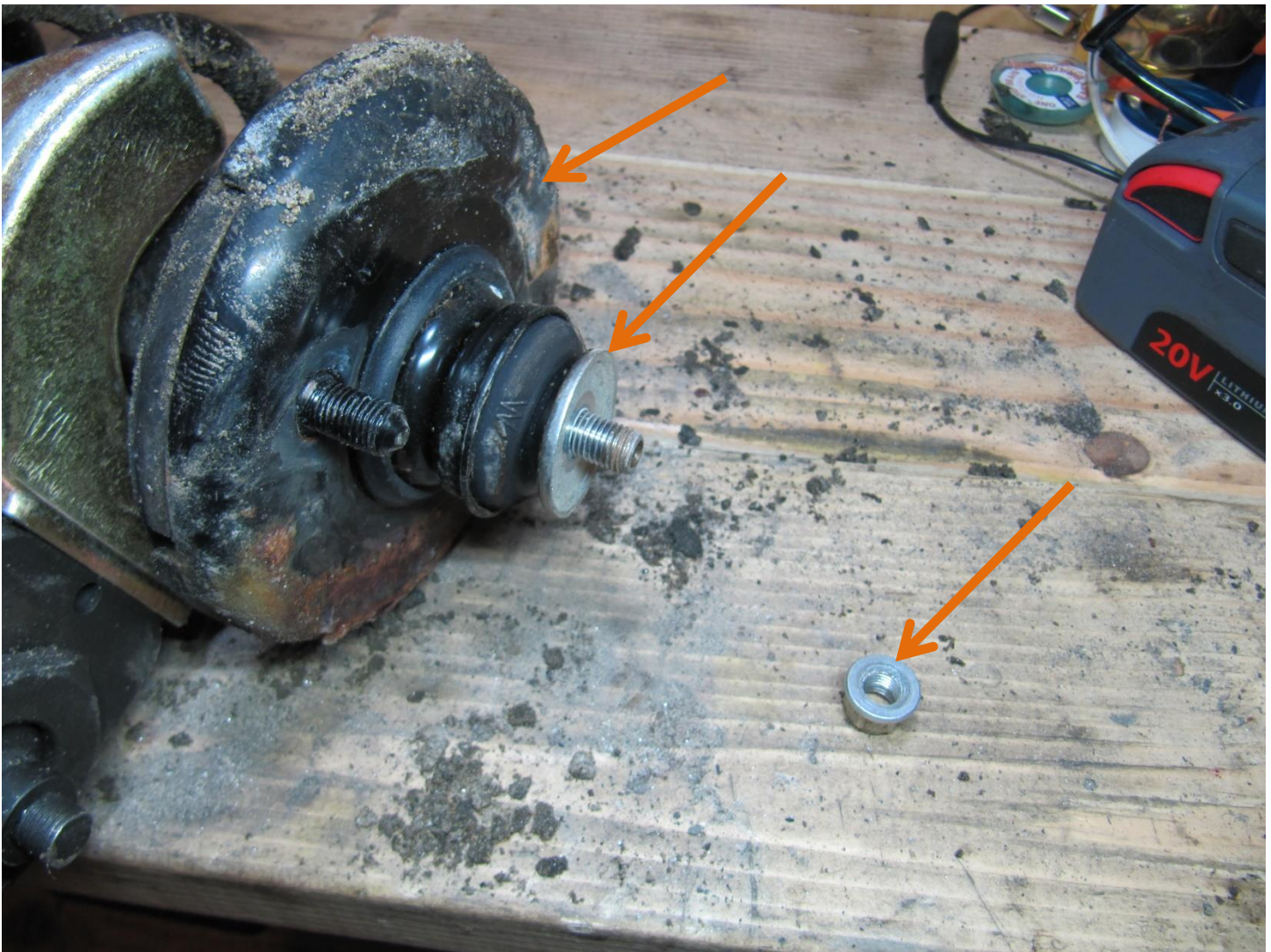
If you are replacing only the shock absorber (not the entire strut), you will need some type of spring compressor. I used the one show below (typically available on Amazon/Ebay for around \$80).



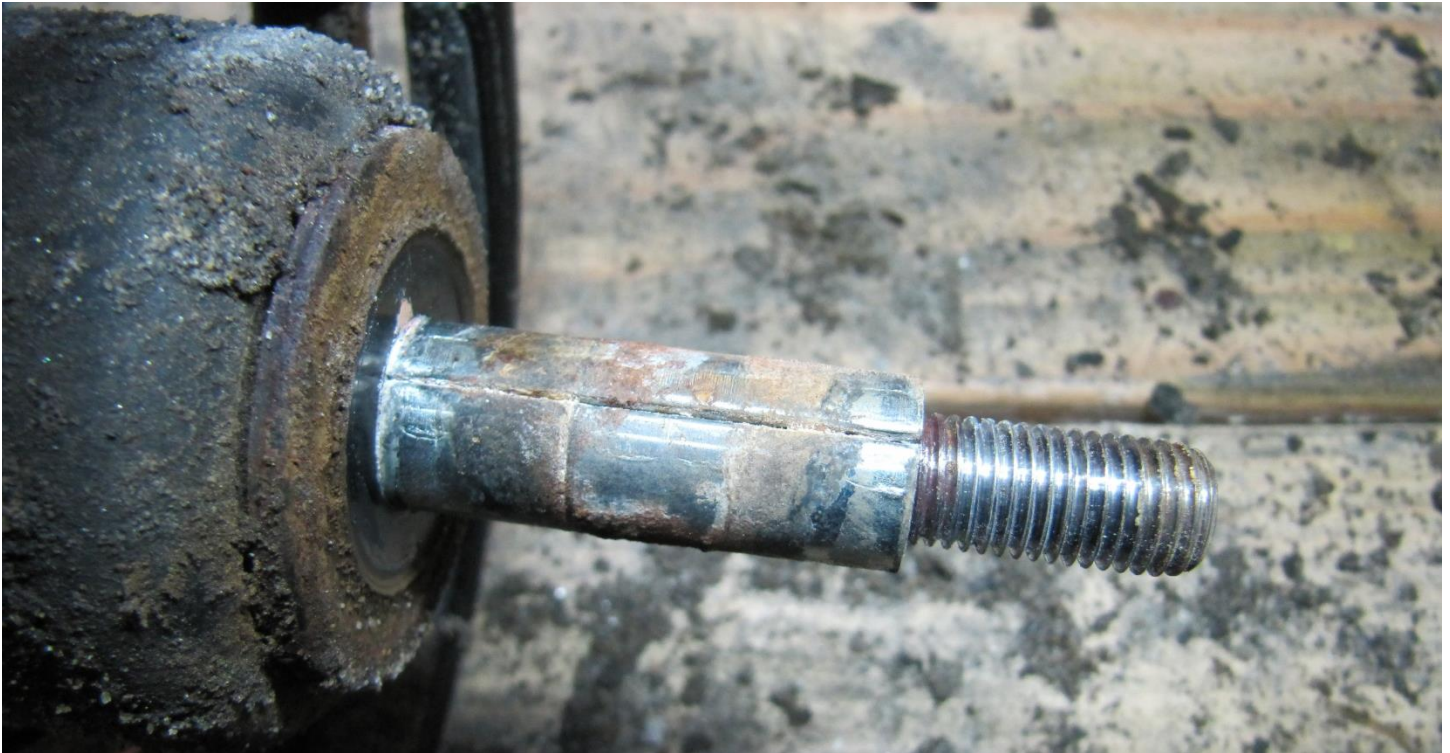
Compress the spring until there is play between the spring and the top and bottom plates (the spring should wiggle freely from the shock):



Remove the lock nut, the top washer, and the top plate:



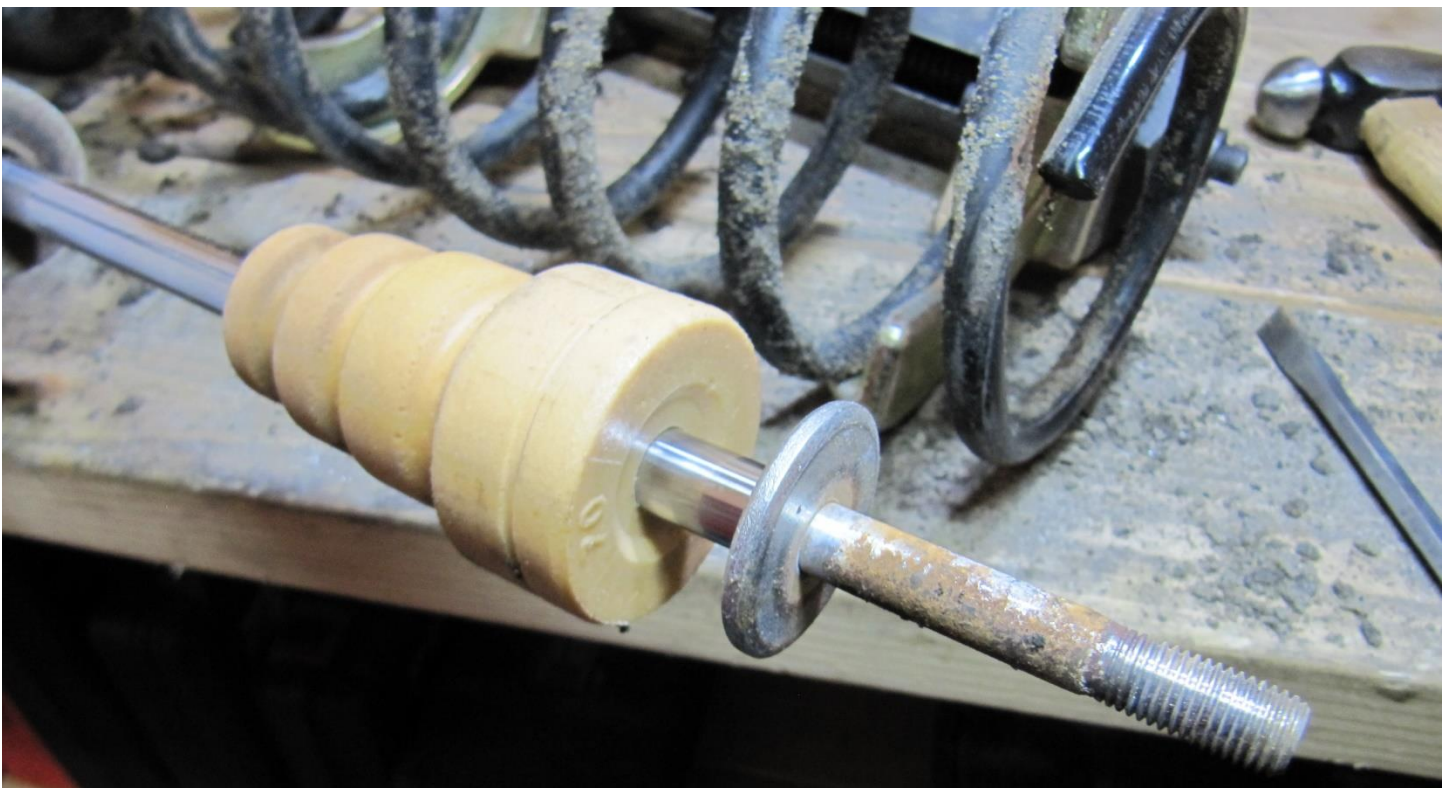
Next, you will need to remove the split-collar. Mine was quite stuck and I used a cold chisel to split it open and remove it:



Next, slide off the dust cover cap (basically a washer) and the dust cover.



And finally remove the bumper cap (another washer) and the bumper:



Now, you'll need to clean off and reassemble the parts onto the new shock absorber, starting with the rubber bottom spring mount (which is also the base of the dust cover):



Reinstall the bumper, the washer, and the dust cover:



Followed by the dust cover cap/washer:



I used new rubber mounts, a new collar, and a new washer for reassembly:



Insert the rubber mounts in the top and bottom of the upper plate (I used new rubber mounts for reassembly):



Install the collar and push into the two rubber bushings (I used a new collar for reassembly):



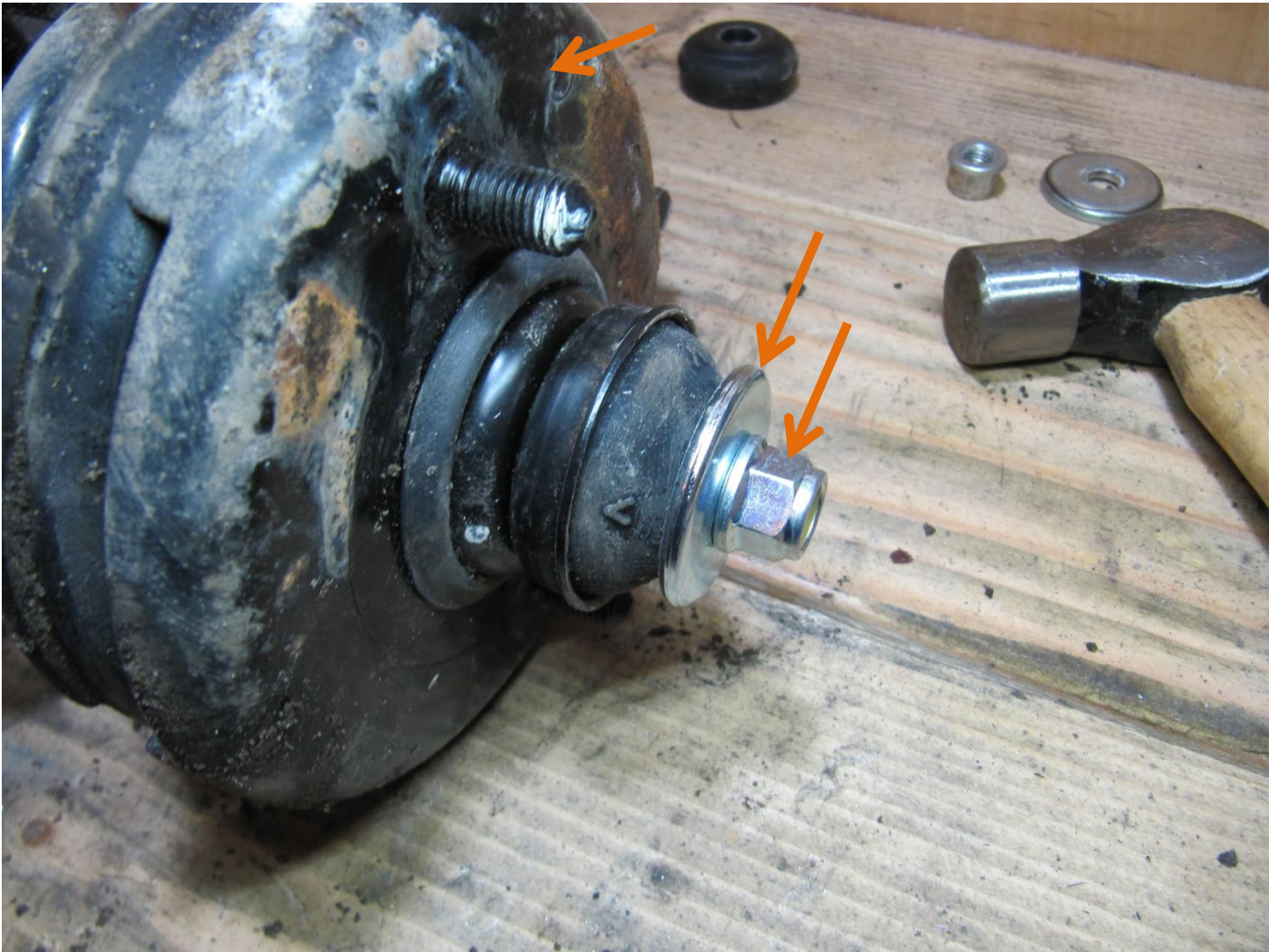
On the top rubber mount, you can see where the end of the spring rested previously.



Install the top rubber mount so that the spring end lines up in the same spot.



Install the top plate, the washer, and a new locking nut:



Use a 5mm Hex Socket in the shock end to keep the shock from turning as you tighten the lock nut:



I used a crows-foot extension and torque wrench to tighten the lock nut to 29 N-m.



Line up the spring so that the bottom spring end lines up with the pocket. Also, line up the top cap so that a straight line through the two bolts lines up with the direction of the bushing on the bottom of the shock. When everything is lined up as it should be, release the tension on the spring.



Put the strut into position and reinstall the two nuts to hold the top of the strut in place:



Install the lower mounting bolt and torque to 59 N-m. Reinstall the stabilizer link (not shown) and torque to 39 N-m.



Finally, torque the top mounting nuts to 50 N-m:



That's all there is to it! Hope this was helpful!