Parts shown in red for picture clarification only

We recommends all steps and procedures described in these instructions be performed while the vehicle is properly supported on a two post vehicle lift with safety jacks.

Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

Disconnect the vehicle power source at the ground terminal on the battery.

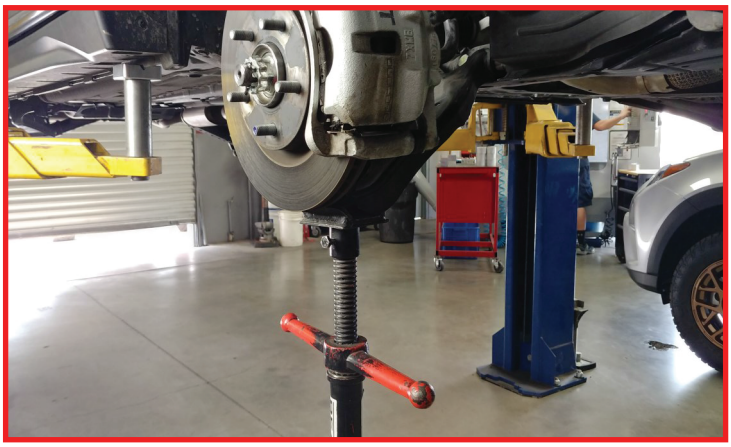
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device. Allow vehicle to cool before starting any work as you will be working in the engine bay.

Raise the front of the vehicle and support with safety jack stands at each jack point behind the lower control arms. Remove the front wheels.

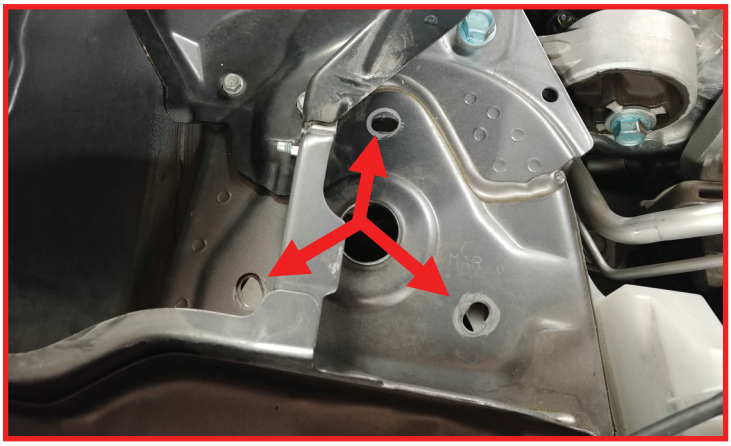
Remove the plastic cover from both driver and passenger wiper arms. Remove the mounting nut. Mark the windshield wiper location against the shaft for reinstallation. Gently lift up on the wiper arm while slightly twisting. The arm should pop off the shaft. Set aside.

Locate the 6 plastic clips holding the cowl to the body. Remove all the clips and set aside. Gently lift up on cowling from the engine bay side, while lifting pull towards the front of the vehicle to disengage from the windshield. Once disengaged from the windshield, set aside in the engine bay.

Support the lower control arm with a suitable jack.

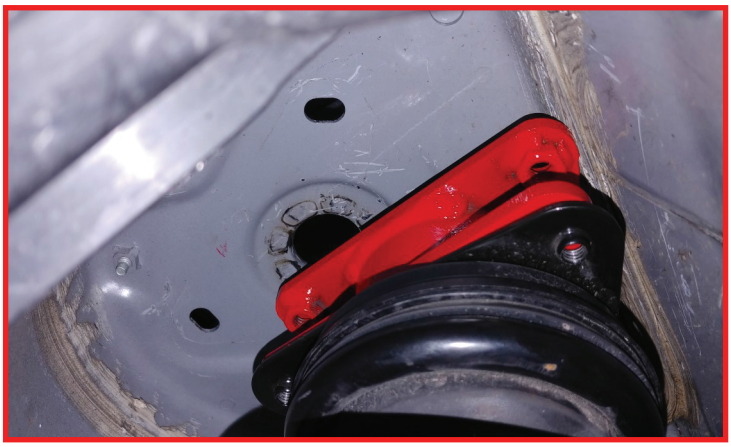


Remove the upper strut hardware from the strut tower.



Lower the jack to allow the suspension to droop out. Make sure that the brake lines and ABS wires are free and clear from any obstruction. Adjust as necessary.

Install the strut extension onto the factory top hat using the factory hardware. This is a tight fit to get the bolts into place. The top hat can be rotated to access the bolts. Once all have been started, tighten all down.

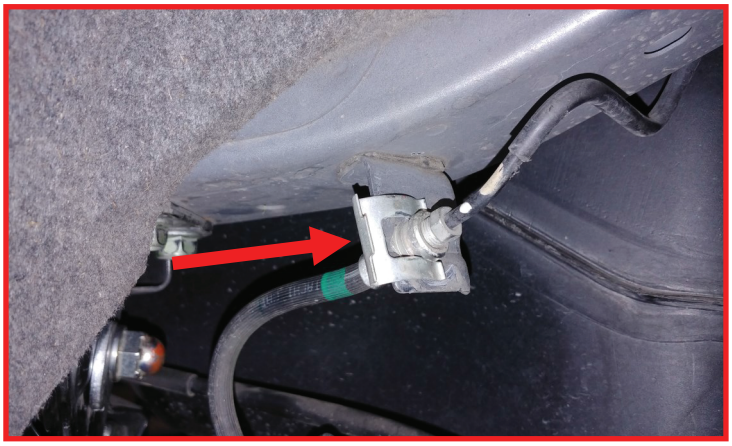


Use of a stubby wrench with a ratcheting head is recommended. Torque to 15 ft-lbs. You may have to use a crows foot wrench head and extension to gain access for the torque wrench. Raise the suspension using the jack while lining the upper strut extension up with the bolt holes on the strut tower. Use of a helper will aid in the installation. Install the strut assembly to the strut tower using the provided 3/8" bolts. Once all three bolts have been started, torque to 30 ft-lbs.

Install the sway bar bracket to the strut using the provided M12 bolts, washers and nuts. Install the sway bar end link to the bracket using the factory hardware. Torque all to 5 ft-lbs.

Install the cowl to the body using the 6 factory plastic clips. Make sure to engage the windshield channel. Install the driver and passenger wiper arms to the shafts lining up the previously made marks using the factory hardware. DO NOT use an impact gun on these. Torque to 5 ft-lbs. Install the plastic covers.

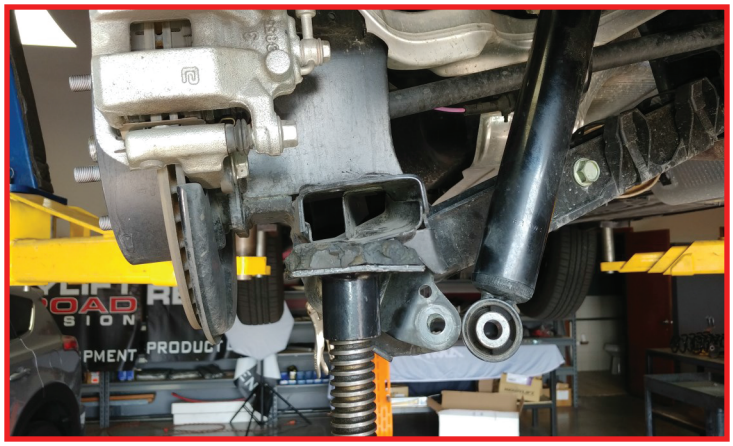
Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer's specs. Raise the rear of the vehicle and support with safety jack stands at each jack point in front the lower control arms. Locate the brake line at the body. Remove the spring clip from the mount.



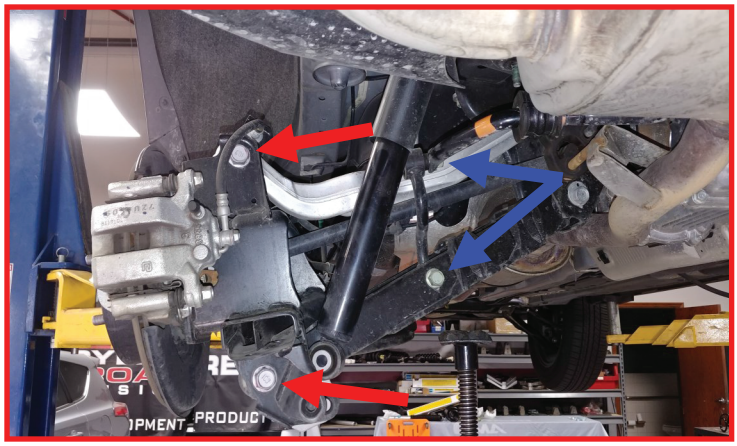
Gently pull on the brake line ferrule and slide the metal brake line through the mount. This is done to give slack for lowering the control arm. Do not bend or mangle the metal line.

Remove the sway bar from the frame and let hang out of the way.

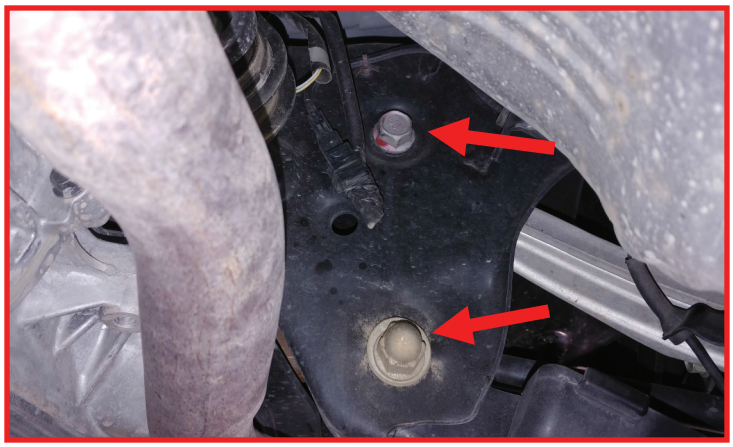
Support the lower control arm with a suitable jack and remove the lower shock hardware.



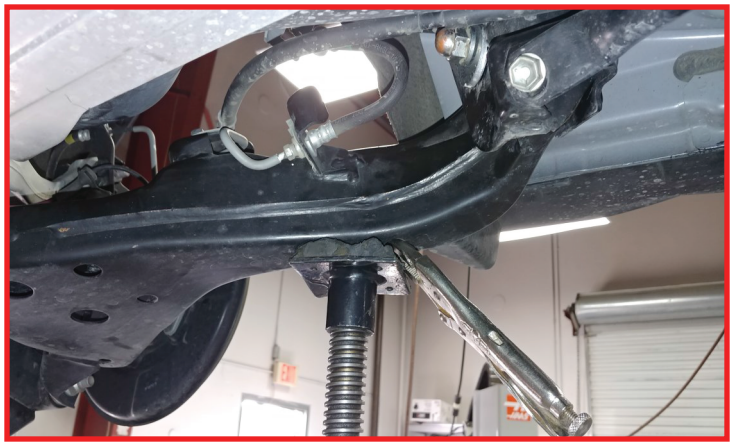
Loosen but do not remove the control arm hardware at the knuckle and the sway bar end link at the sway bar and lower control arm. This is to allow the full droop without binding the rubber bushings.



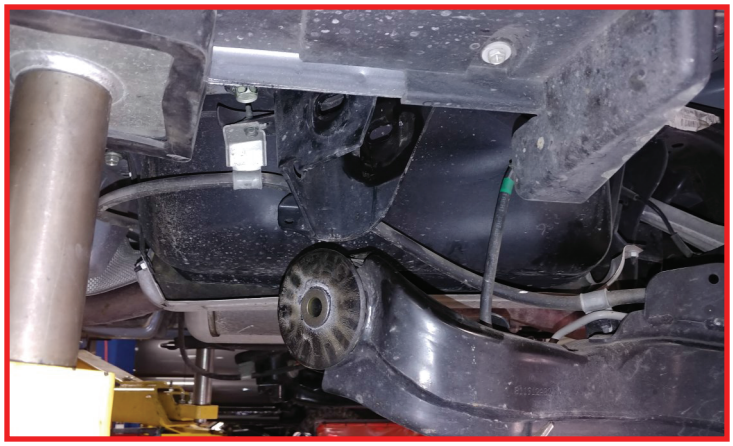
Loosen but do not remove the control arm hardware at the frame.



Move the jack to the front of the lower control arm. Use of a pair of locking pliers in the front drain hole will aid in keeping the jack from sliding up the arm.



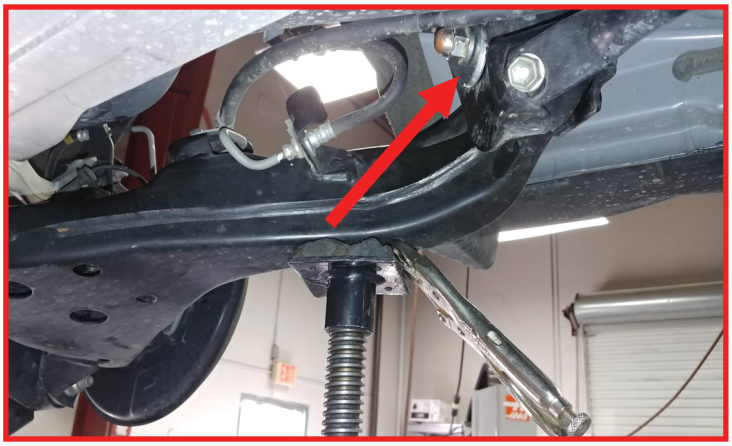
Remove the lower control arm cam bolt. Lower the control arm down while watching the brake line for binding or stretching. Adjust as necessary.



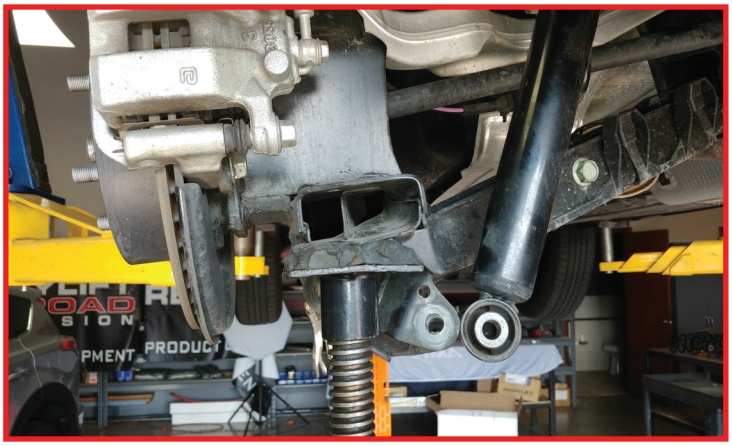
Once the control arm is lowered enough, remove the rear spring from the frame. Note the orientation of the lower spring pig tail and the locking tab on the lower isolator for reinstallation.

Install the rear spring spacer on top of the factory isolator. Install the spring back into the vehicle. Make sure the lower spring is orientated to the spring lock on the lower isolator.

Use the jack on the lower control arm to raise the pivot back into the frame pocket. Use of a helper to pull on the suspension to line up the holes will aid in installation. Install the cam bolt from the back to the front (opposite of the way it was removed). This is not necessary, but can make installation easier.



Once the lower control arm is installed into the frame pocket, move the jack to the back of the control arm and raise the arm enough to install the rear shock hardware. Do not tighten at this time.



Reinstall the brake line ferrule through the metal mount on the body. Install the spring clip.

Once both sides of the vehicle are completed, raise the sway bar up and install to the frame using the factory hardware and clamp. Torque to 30 ft-lbs.

Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer's specs.

Jounce the vehicle a few times to get it the suspension to settle to the new ride height. Torque the lower shock hardware to 45 ft-lbs, the lower and upper control arm hardware to 125 ft-lbs. Final torque of the cam bolts to be set by the alignment tech during the alignment.

Reconnect the vehicle power source at the ground terminal. Start the engine and rotate the wheels from steering lock to lock making sure all clearances between suspension, wheels, tires, body, brake lines, and ABS wires are all sufficient. Adjust as necessary.

Have the vehicles alignment set to the recommended specs on the last page of this instruction booklet by a reputable alignment shop. Make sure to have all electronic systems reset (steering wheel angle sensors, lane departure, active cruise control, etc.) according to the factory service manual.