

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

Open the hood and set on the prop rod.

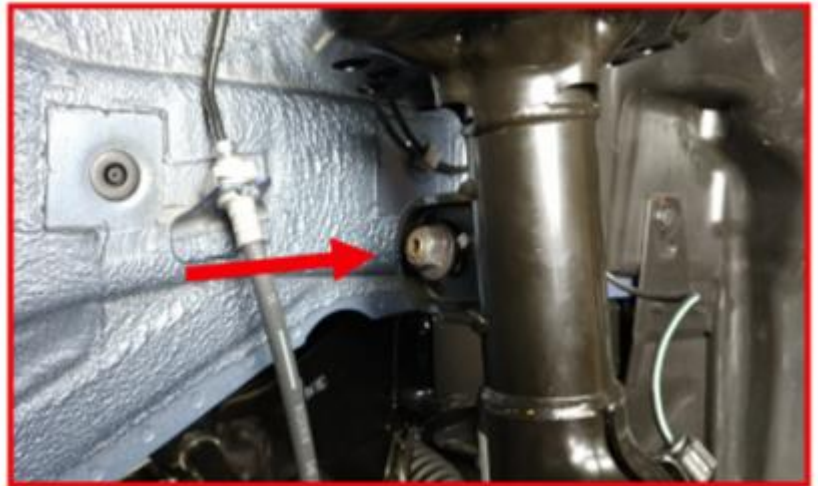
Disconnect the vehicle power source at the ground terminal on the battery.

Jack the front of the vehicle up and place jack stands under the main lifting points indicated by the owner's manual.

Support the lower control arm with a suitable jack. Remove the front wheels. All steps are repeated for both sides of the vehicle.



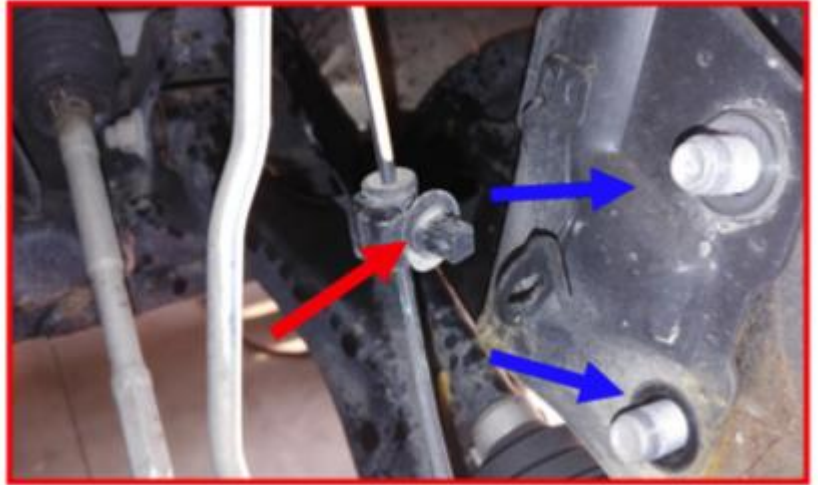
Remove the front sway bar end link at the strut body. This step should be completed on both sides to ease in installation at later steps.



Remove the brake line bracket at the strut body. Let hang out of the way.



Remove the ABS harness clip at the strut body. Let hang out of the way. Remove the strut to knuckle bolts. The bolts are specific to upper and lower mounting locations and direction of install. The upper is a cam bolt, while the lower is a standard bolt. Make sure to note their orientation for reinstallation later.



While keeping the lower control arm supported, release the knuckle from the strut body and let hang out of the way. Make sure to not overextend the ABS, brake line, and CV axle. Adjust as necessary.



Remove the upper strut hardware. Make sure to hold the strut assembly from falling out of the vehicle. A helper is recommended for removal.



Locate the front strut extension. Passenger side shown. Install to the top of the strut using the factory hardware. Torque to 30 ft-lbs.



Drill out the 6 strut mounting holes in the strut tower with a 27/64" drill bit. Paint exposed metal with a high-quality rust preventative paint.



Install the completed strut assembly to the strut tower using the provided M10 flange nuts. Leave loose to aid in installation of the knuckle. A helper is recommended. Passenger side shown. The spacers are offset to the inside and rear of the vehicle to adjust for camber and caster. **THEY MUST BE INSTALLED AS SHOWN.**



Raise the knuckle up and install into the strut body. Install the cam bolt into the upper hole and the remaining bolt into the lower.



The cam bolt has lines that correspond to a notch on the strut body (paint marked for picture clarification). You will rotate the cam bolt until the lines are facing the inside of the vehicle. Line up the last line with the notch. This sets max negative camber. Torque both bolts to 95 ft-lbs. Final adjustment and torque to be set by the alignment tech.



Install the brake line bracket to the strut body using the factory hardware. Torque to 5 ft-lbs. Install the ABS wire clip back to the strut.



Install the sway bar bracket to the strut using the provided M12 bolts, washers, and nuts. Do not tighten at this time. If you have not started the opposite side of the vehicle at this time, you may not be able to line the sway bar up until the opposite side is released.



Install the 1/4" thick spacer washer onto the end link.



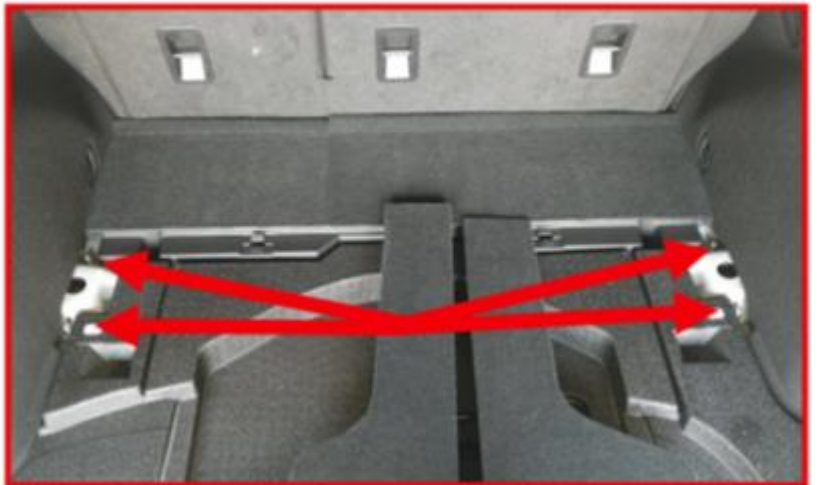
Install the factory end link to the bracket using the factory hardware. Torque the bracket and end link to 45 ftlbs.



Install the front wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs. Jounce the front end to settle the suspension. Torque the upper strut spacer to 30 ft-lbs



Jack the rear of the vehicle up and place jack stands under the main lifting points indicated by the owners manual. Open the hatch and remove the spare tire cover / carpet. Remove the two outer carpeted covers closest to the fender wells and set aside. Remove the 4 strut mounting nuts.



Support the lower control arm with a suitable jack. Remove the rear wheels. Loosen but do not remove the sway bar end link on the lower control arm.



Remove the sway bar at the subframe and let hang out of the way.



Loosen but do not remove the upper control arm bolts.



Loosen but do not remove the front lower control arm bolt at the subframe.



Remove the front lower control arm bolt at the knuckle. Let the control arm hang out of the way. This is for access to the rear lower control arm bolt removal.



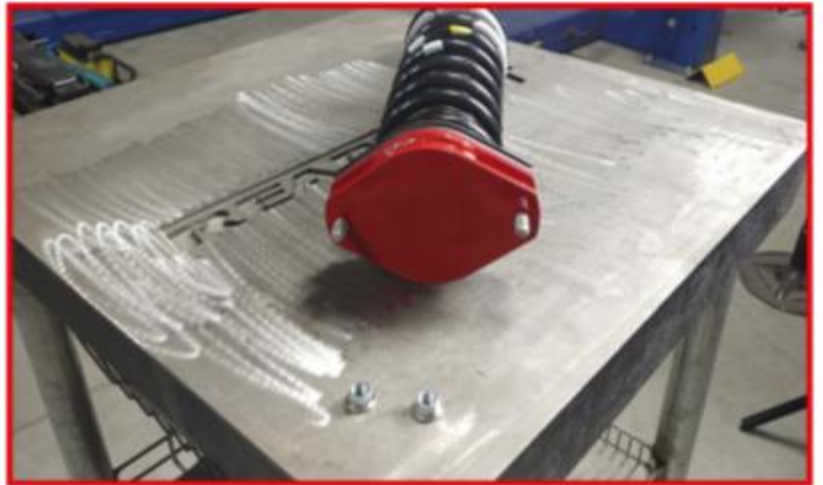
Loosen but do not remove the lower control arm bolt at the subframe. Remove the lower strut bolt on the lower control arm and the control arm bolt at the knuckle.



Lower the control arm down and remove the strut from the vehicle and let the control arm hang.



Locate the strut extension. Install using the factory hardware. You will have to start each nut before tightening fully. Run each nut down in an alternating pattern until you can torque them down. Torque to 30 ft-lbs.



Install the completed strut assembly to the car using the provided M10 flange nuts. Do not tighten at this time. A helper is recommended.



Raise the lower control arm into place and install the lower strut hardware. Do not tighten at this time. Use the jack and raise the lower control up to set pre load on the strut. Install the lower knuckle bolt.



Install the lower front control arm to the knuckle using the factory hardware. Do not tighten at this time.



Install the sway bar brackets to the subframe using the provided M8 counter sunk bolts and a drop of thread locker. Torque to 25 ft-lbs.



Install the sway bar to the brackets using the factory hardware and factory pinch bracket. Make sure to install the factory pinch bracket with the locking tang down. Torque to 25 ft-lbs.



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

Jounce the vehicle to get it to settle to the new ride height. Torque the upper strut hardware to 30 ft-lbs. Install the strut covers. Torque all the upper, lower control arm and lower strut hardware to 95 ft-lbs, sway bar end link hardware to 35 ft-lbs.

Reconnect the vehicle power source at the negative terminal. Turn the front wheels from lock to lock verifying all clearances between tire, suspension components and ABS / brake lines. Adjust as necessary.

Have the vehicles alignment set to the recommended specs on the last page of this booklet by a reputable alignment shop. Final torque of all tie rods and cam bolts to be done by the alignment tech. Make sure all steering wheel angle sensors and electronic controls are reset per the manufacturer requirements.

Front Caster is fixed, Camber and Toe are adjustable. Rear Camber and Caster are fixed unless aftermarket arms are used, Toe is adjustable.