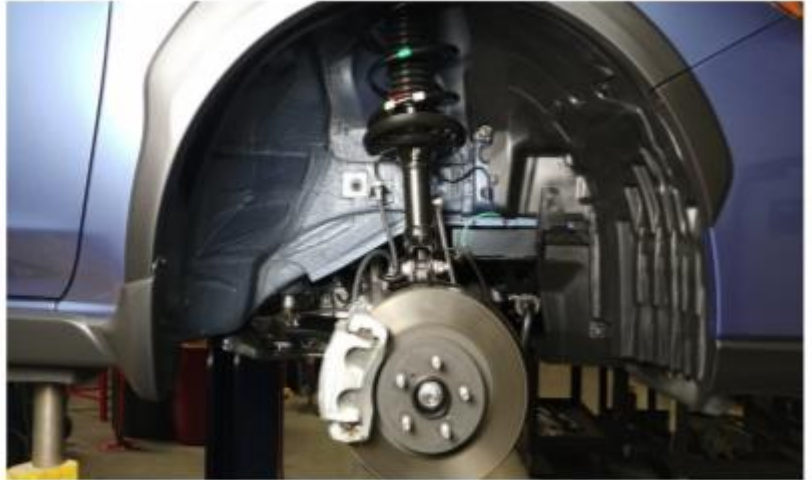


Open the hood and set on the prop rod.

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

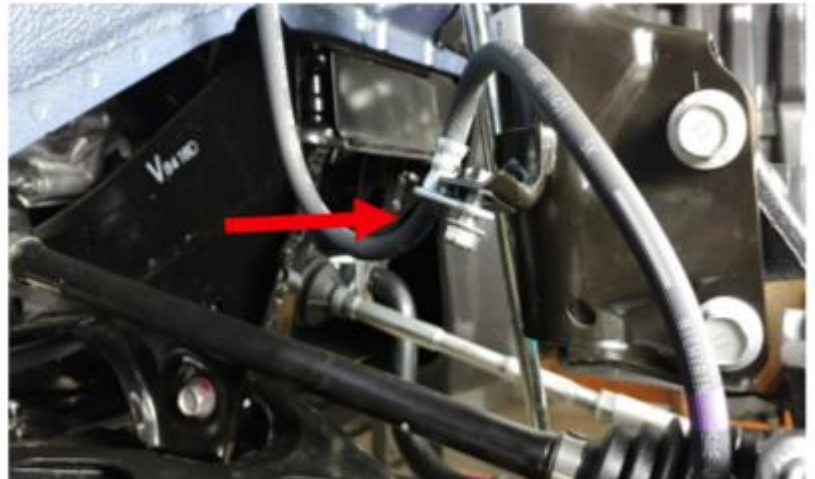
Jack the front of the vehicle up and place jack stands under the main lifting points indicated by the owners manual.

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 lower control arm. This step should be completed on both sides to ease in installation at later steps.

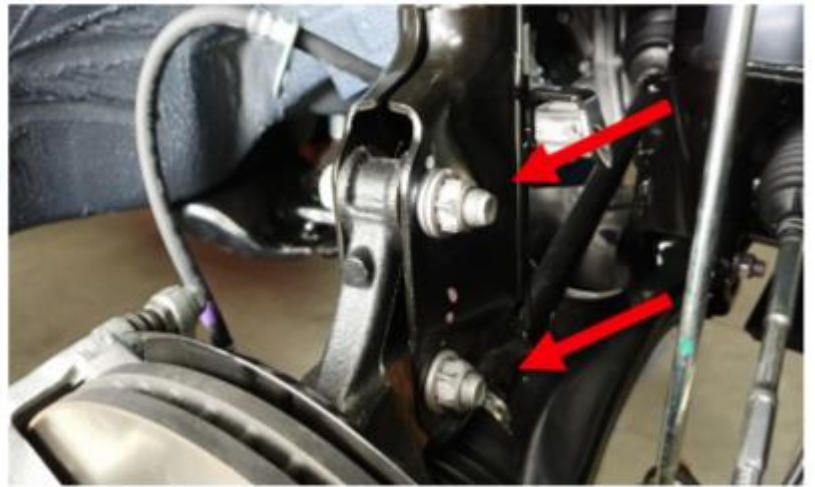
Remove the brake line bracket at the strut body. Let hang out of the way. Note how the brake line is run from the underside of the strut body. Installation will be changed in a later step.



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 over-extend 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. (Shown drilling from the wheel well due to the cowl overlap. DO NOT drill into the cowl or any harnesses. A drill stop 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.



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.



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.



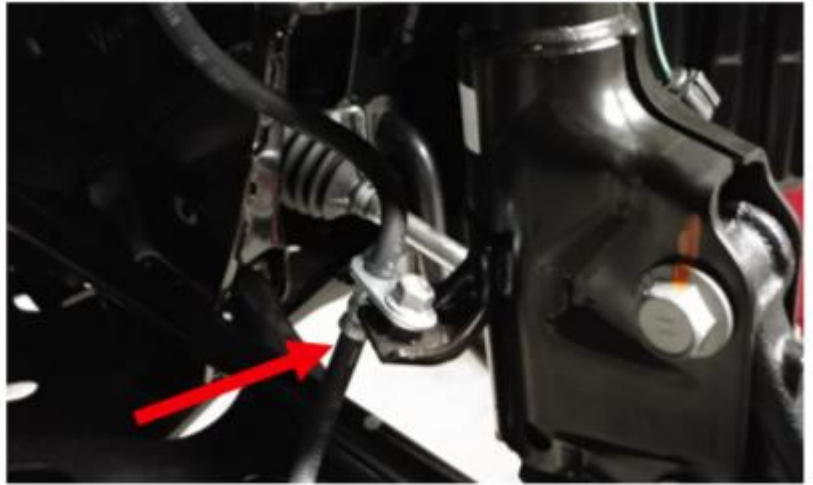
The cam bolt has lines that correspond to a notch on the strut body (paint marked for picture clarification). You will rotate the cam bolt until the lines are facing the inside of the vehicle. Line up the last line with the notch. This sets max negative camber. Torque both bolts to 95 ft-lbs. Final adjustment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



Re-attach brake line bracket in original location using factory hardware. Torque to 5 ft-lbs.

Loosen but do not remove the sway bar end link from the sway bar.

Reattach the sway bar end link to the lower control arm using the factory hardware. Torque the end link at the lower control arm and sway bar to 45 ft-lbs.



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 spacers 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 by lifting the leading edge closest to the body of the vehicle, and then folding onto itself.



Locate the plastic push clips holding the foam tool holders in place.



Remove these clips and set the foam pieces aside. Remove the strut covers by pulling upwards at the trunk area, then pushing down at the plastic cover, and set aside.



Remove the strut nuts and set aside.



Support the lower control arm with a suitable jack. Remove the rear wheels.



Loosen but do not remove the upper control arm bolts.



Loosen but do not remove the front lower control arm bolts.



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



Support the strut and lower control arm, remove the lower strut and knuckle bolts. Lower the control arm down, while holding the strut. Remove the strut from the vehicle. A helper is recommended to hold the strut from falling.

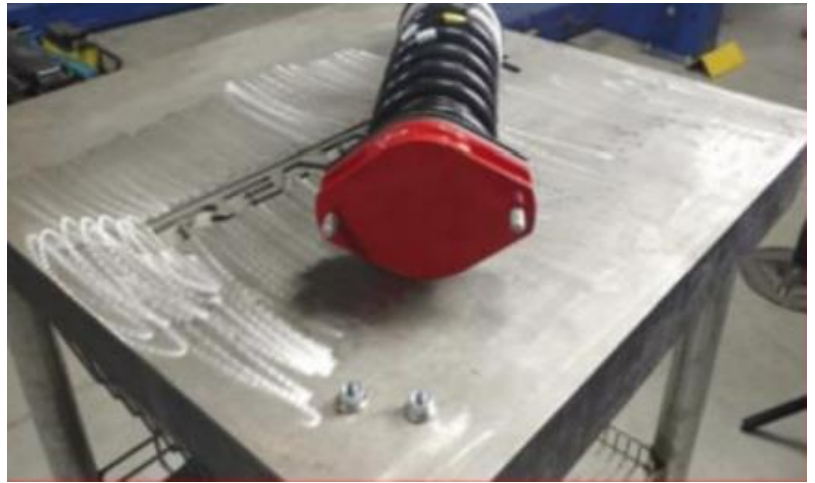


Remove the strut assembly from the vehicle and let the control arm hang.





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.



Support the rear subframe assembly. Remove the 2 bolts holding cradle retainer to the body and the bolt holding the trim molding to the retainer.



Loosen driver side cradle-to-body bolts. Remove passenger side cradle bolts. Lower the cradle until the billet spacers fit between body and OEM spacers on passenger side. Reinstall passenger side bolts, but do not tighten at this time. Remove driver side bolts, and repeat process.



Raise cradle and tighten all bolts. Torque cradle bolts to 120 ft-lbs.



Install the cradle bracket spacer between the retainer and the body, and thread in the (2) provided M10 bolts and OE trim to retainer bolt. Torque retainer bolts to 35 ft-lbs



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 preload on the strut. Install the lower knuckle bolt. Torque to 95 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 and foam tool holders using the factory plastic push clips. Torque all the upper, lower control arm and lower strut hardware to 95 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.

## **RECOMMENDED ALIGNMENT SPECS**

Front	Driver	Passenger	Tolerance	Total / Split
<b>Camber</b>	<b>+0.0</b>	<b>+0.0</b>	<b>+/- 0.5</b>	<b>+0.0</b>
<b>Caster</b>	<b>+4.5</b>	<b>+4.5</b>	<b>+/- 0.5</b>	<b>+0.0</b>
<b>Toe</b>	<b>+0.0</b>	<b>+0.0</b>	<b>+/- 0.05</b>	<b>+0.0</b>
Rear	Driver	Passenger	Tolerance	Total / Split
<b>Camber</b>	<b>+0.3</b>	<b>+0.3</b>	<b>+/- 0.5</b>	<b>+0.0</b>
<b>Toe</b>	<b>+0.07</b>	<b>+0.07</b>	<b>+/-0.05</b>	<b>+0.0</b>