FRONT INSTALLATION INSTRUCTIONS

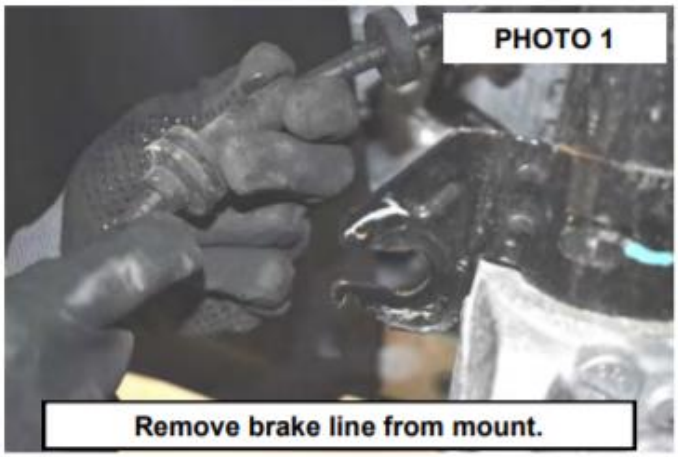
1. Jack up the front of the vehicle and support the vehicle with jack stands, so that the front wheels are off the ground. Chock rear wheels.

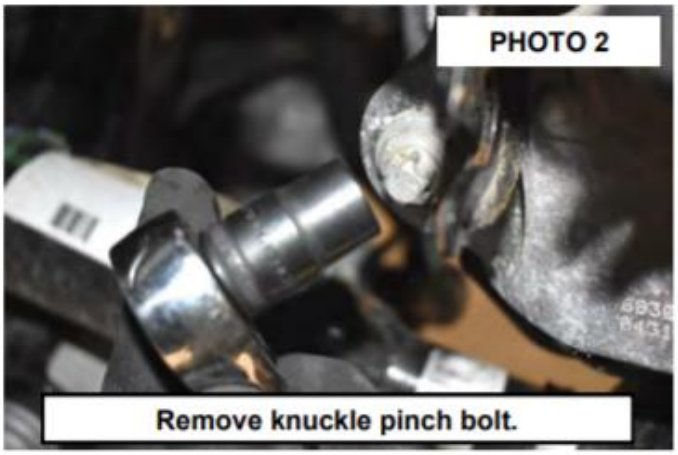
2. Remove the front tires/wheels, using a 19mm deep well socket.

3. Using a 5mm Allen and a 15mm wrench, remove the sway link from the strut mount. Retain hardware.

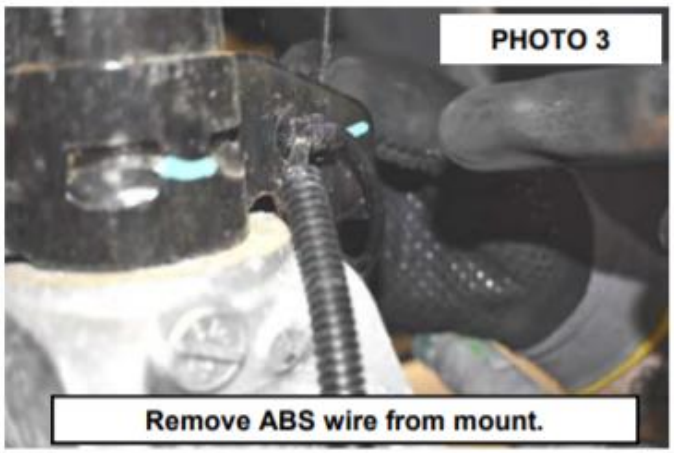
4. Remove the brake line from the strut mount. See Photo 1.

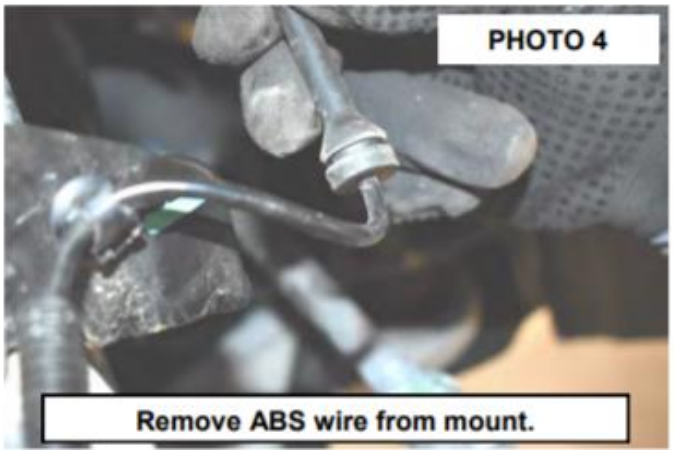
5. Using an E14 socket and an 18mm wrench, remove the knuckle pinch bolt that clamps around the strut. See Photo 2.





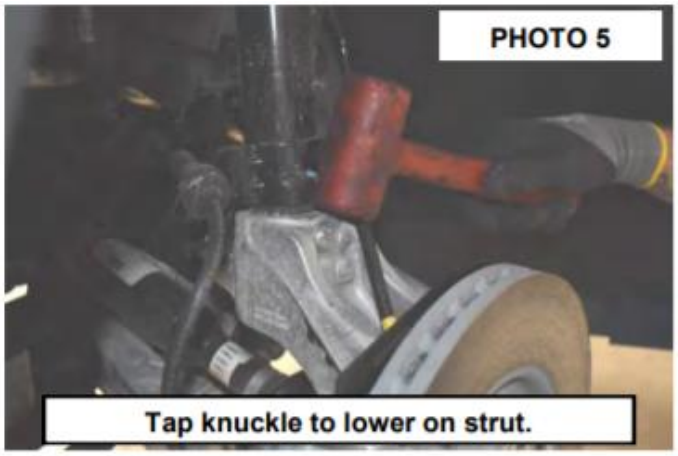
6. Remove the ABS wire from the strut mount. See Photos 3 & 4.

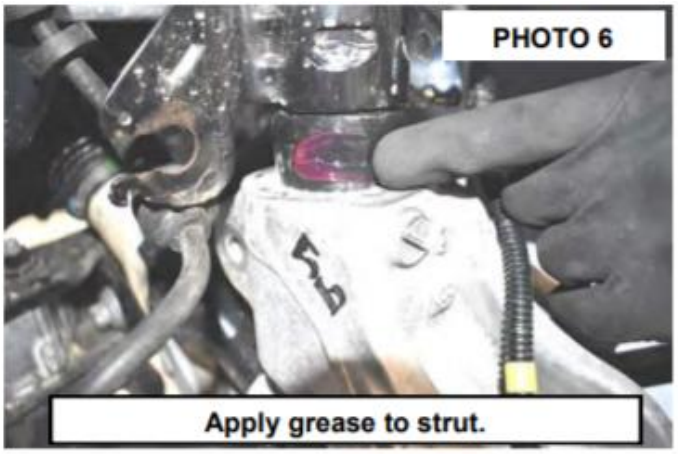




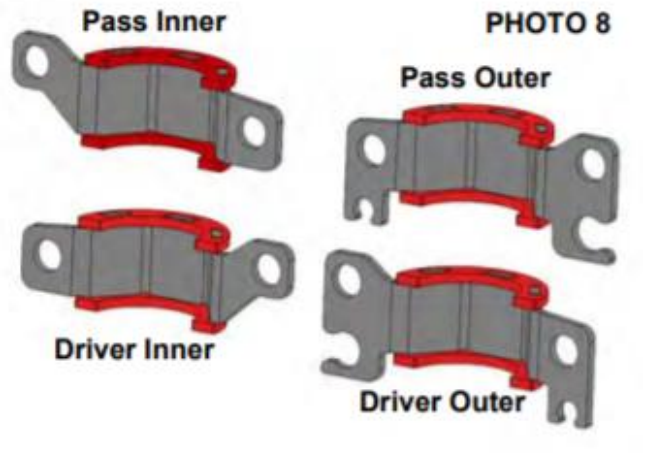
7. Using a dead blow hammer, gently hit the top of the knuckle until it has dropped approx. 1-5/8”. Take care not to damage the brake lines and/or rotor. See Photo 5.

8. Apply grease to the strut body above the knuckle, to ease the installation of the supplied spacer. See Photo 6.



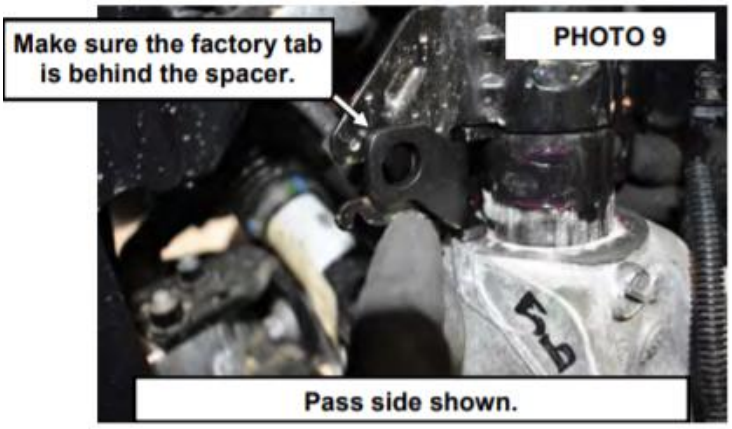


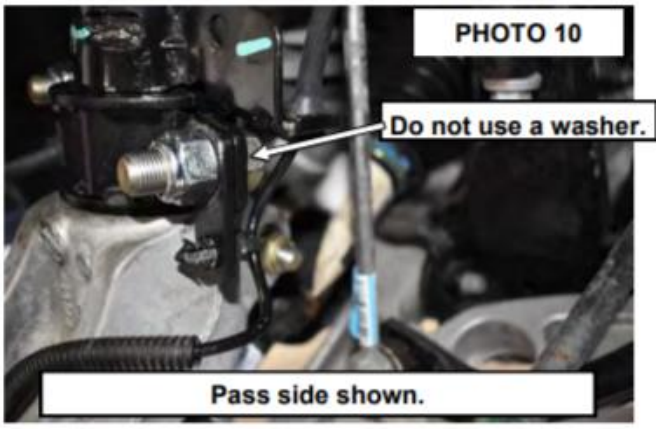
9. Apply grease to the inside of the supplied strut spacer halves. See Photo 7.



10. Install the inner most spacer first by installing it from the back of the strut. Be sure that the supplied spacer aligns with the factory bracket that previously held the brake lines. See Photo 9.

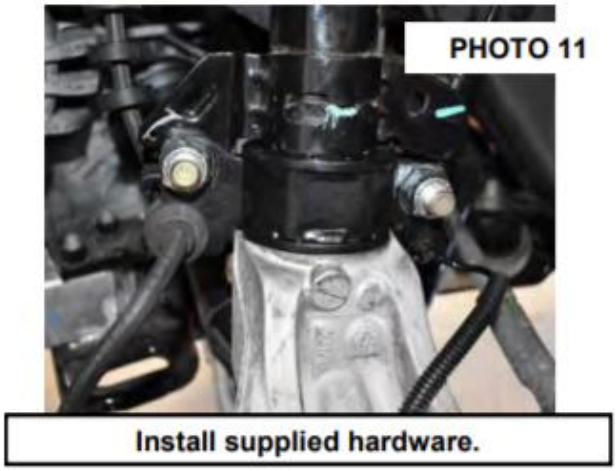
11. Install the outer spacer and ensure all holes align with the inner spacer and factory bracket. The upper and lower “C” shaped pieces should contact each other after wrapping around the strut body. See Photo 10.

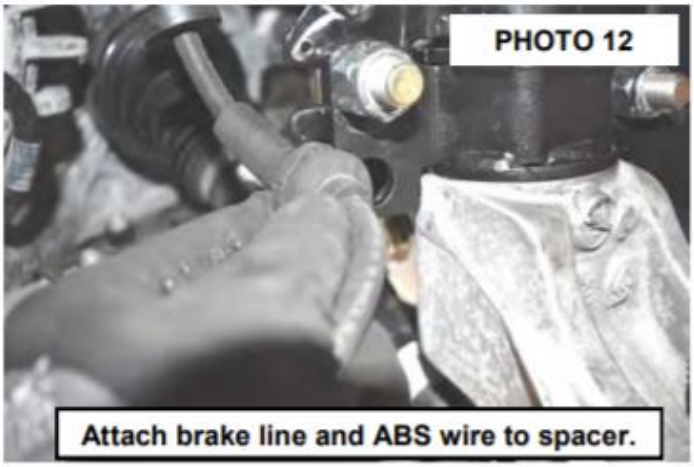




12. Install the supplied 9/16” x 1.5” bolts, flat washers, and nuts into the supplied strut spacers and the factory strut bracket. You will not use a flat washer on the bolt head side of the bolt that does not capture the factory bracket. Torque to 130ft/lbs using a 13/16” socket and wrench. See Photo 11.

13. Install the factory brake line and ABS wire into the slots on the supplied strut spacers. See Photo 12.

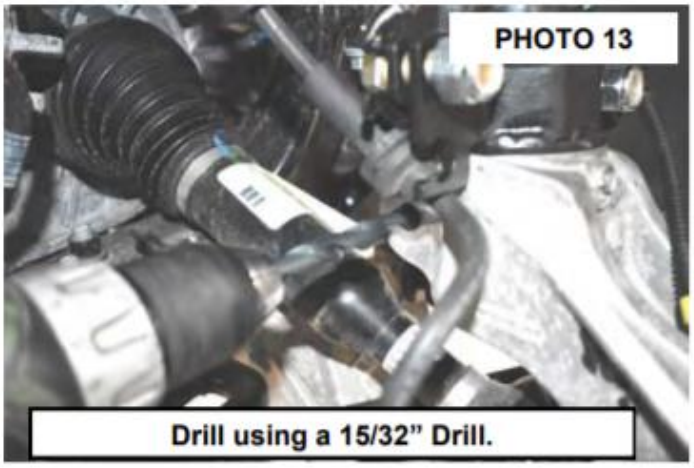




14. Place a jack under the lower control arm and lift the lower control arm to ensure the strut has completely settled onto the supplied strut spacer and into the knuckle. Make sure there is no gap between the factory bracket, supplied strut spacer and the knuckle.

15. Using a 15/32” drill and the knuckle pinch bolt hole as a guide, drill through the locating tab on the rear of the strut. See Photo 13.

16. Install the supplied 7/16” bolt, washers, and top lock nut into the pinch bolt hole on the knuckle. Torque to 60ft/lbs using a 5/8” socket and wrench. See Photos 14 & 15.

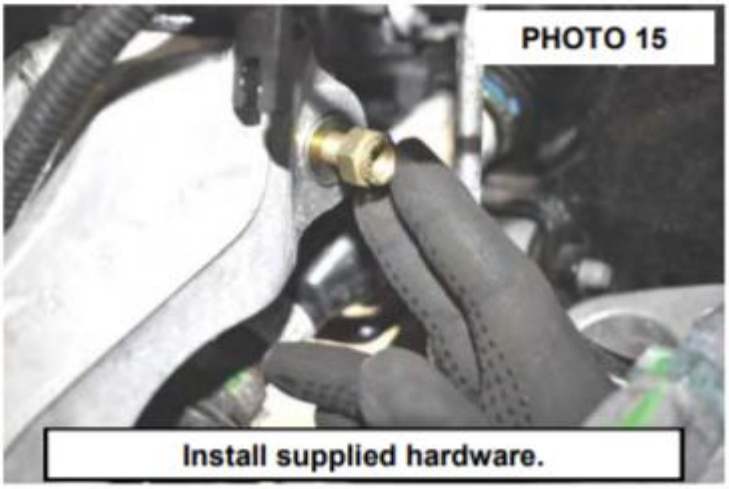


17. Install the sway link using the factory hardware and tighten using a 5mm Allen and 15mm wrench.

18. Remove the jack from under the lower control arm.

19. Repeat process on the opposite side of the vehicle.

20. Install the wheels and tires and lower the vehicle to the ground.



Rear Installation

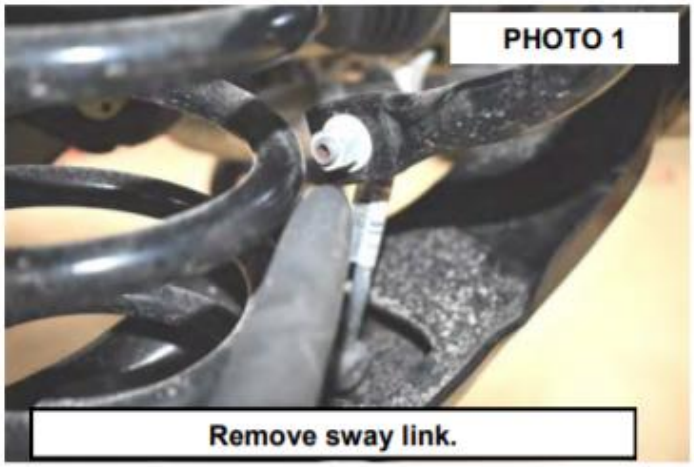
1. Chock the front wheels. Jack up the rear of the vehicle and support the vehicle with jack stands, so that the rear wheels are off the ground.

2. Remove the front tires/wheels, using a 19mm deep well socket.

3. Using a 5mm Allen and a 15mm wrench, remove the sway link from the sway bar. Retain hardware. See Photo 1.

4. Place a jack under the lower control arm. Jack until there is pressure on the lower control arm but it is not supporting the weight of the vehicle. Remove the lower control arm bolt on the knuckle side using a 18mm wrench and socket.

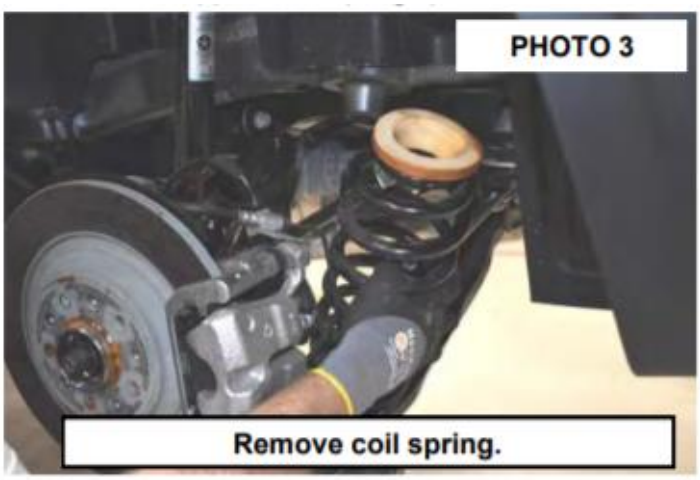
5. Retain hardware. See Photo 2.

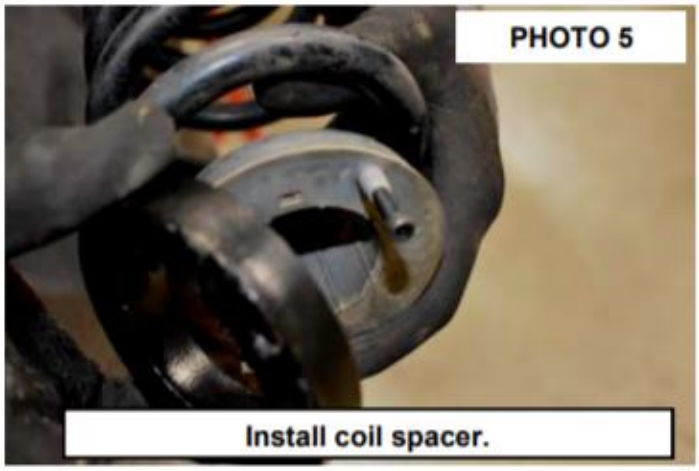


6. Slowly lower pressure off of the jack until the control arm swings free of the knuckle. There should now be enough clearance to remove the spring without the risk of using a spring compressor. See Photo 3.

7. Install the supplied #10 bolt, push in by hand, into the locating peg on the factory coil spring isolator. See Photo 4.

8. Install the supplied coil spring spacer over the locating peg on the factory coil spring isolator. See Photos 5 & 6.

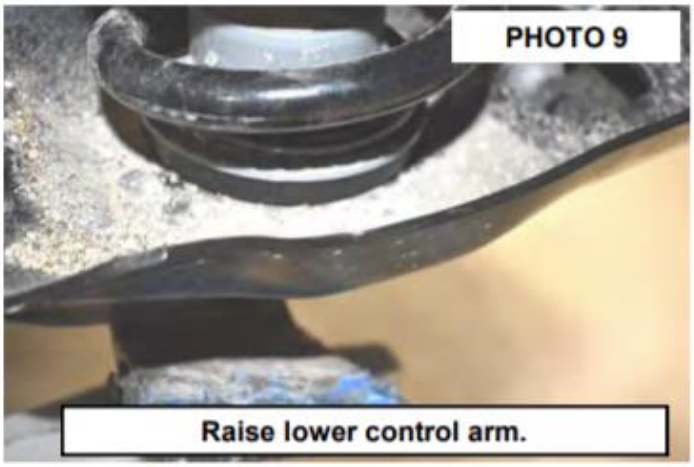




9. Locate the small locating hole in the lower control arm. See Photo 7.

10. Install the supplied spacer and coil aligning the locating bolt, hole in the spacer, and the hole in the lower control arm. See Photo 8.

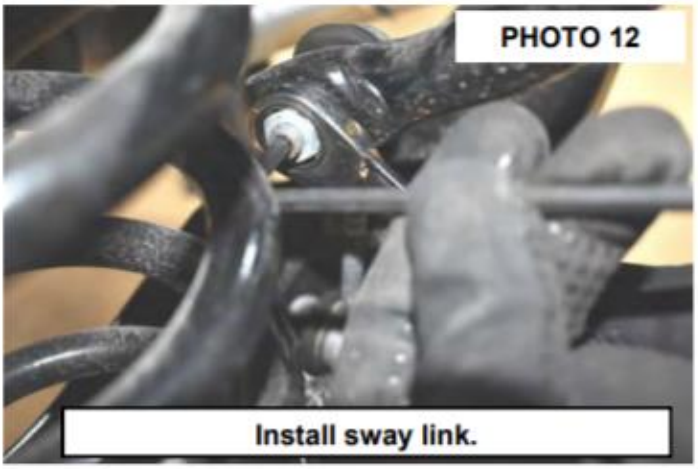
11. Once all components are properly aligned, use a jack to raise the lower control arm and install the factory lower control arm bolt. See Photos 9 & 10.



12. Using an 18mm wrench and socket, torque the lower control arm bolt to factory specs. See Photo 11.

13. Attach the sway link to the sway bar using the factory hardware. Tighten using a 5mm Allen and a 15mm wrench. See Photo 12.

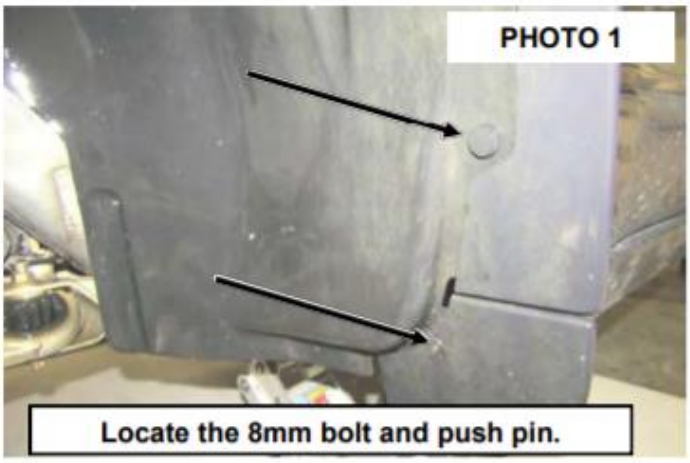
14. Repeat process on the opposite side

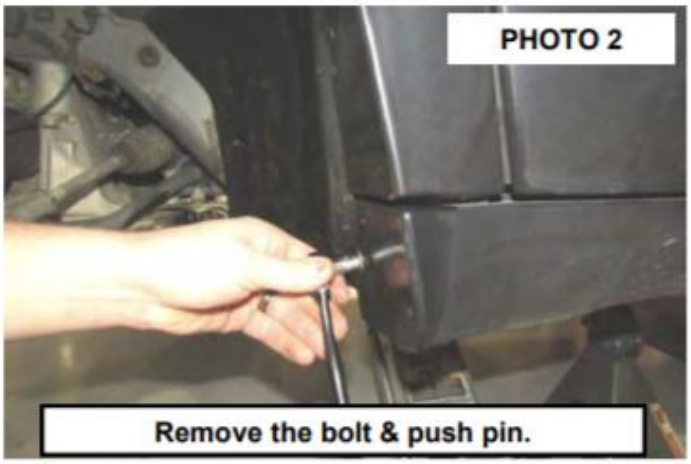


Front Fender Trimming Instructions

1. On the rear of the front inner fenders, locate the bolt and push pin securing the inner fender. See Photo 1.

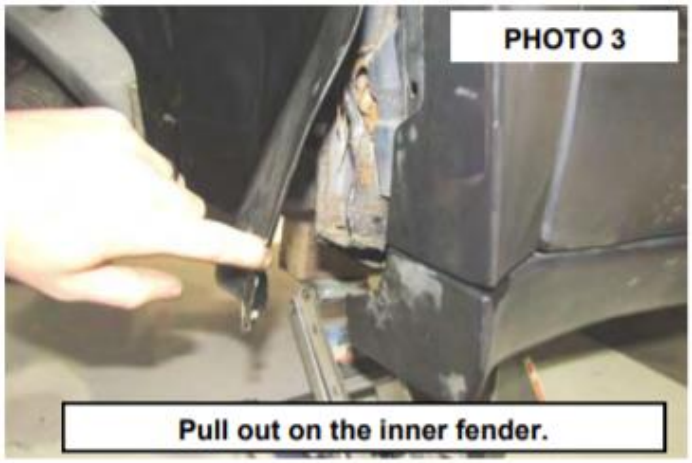
2. Using an 8mm socket and flat screwdriver, remove the bolt and push pin. Retain hardware. See Photo 2.



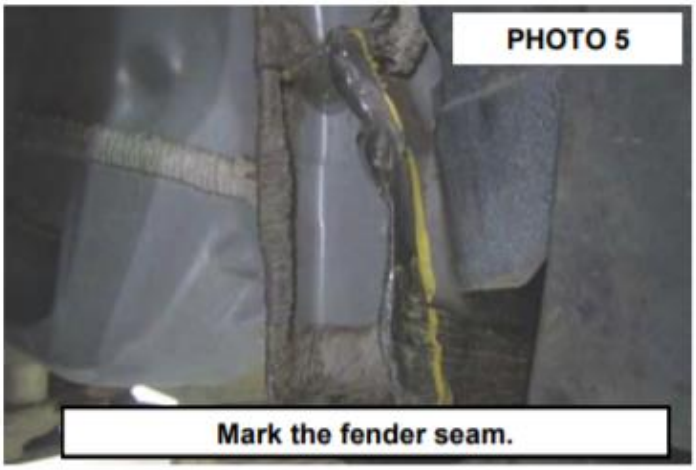


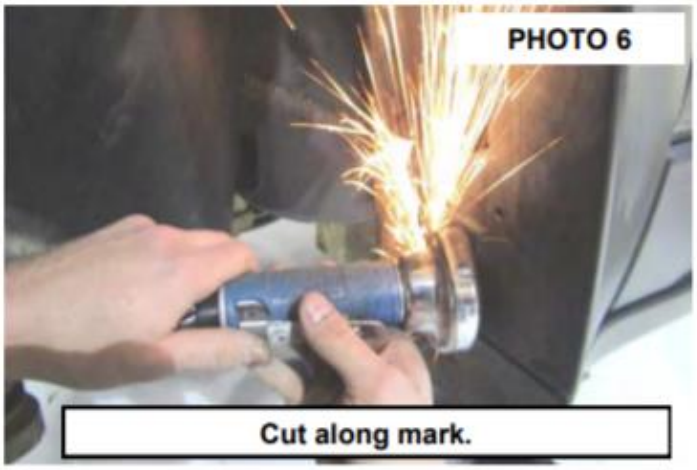
3. Carefully pull back on the inner fender to expose the factory pinch seam. See Photo 3.

4. Mark the seam as close to the body as possible. Approx. 1/4”. See Photos 4 & 5.



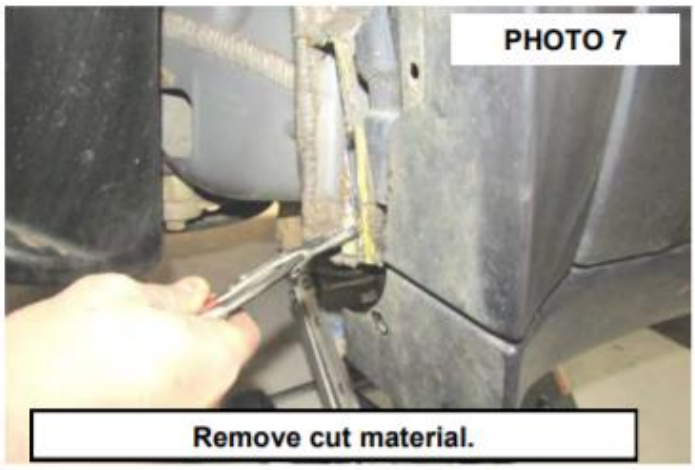
5. Using a cutoff wheel, cut along the mark made in step 4. See Photo 6.





6. Use pliers to remove the cut material. See Photo 7.

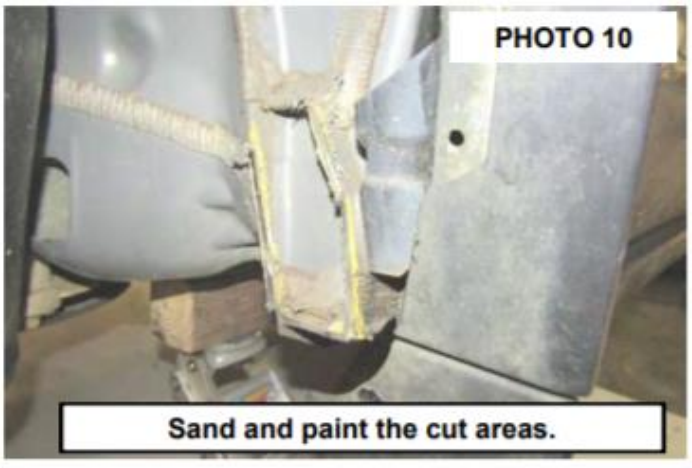
7. Make sure to remove the material along the underside of the pinch seam. See Photo 8.



9. Now, mark the inner seam for cutting. See Photo 9.

10. Using a cutoff wheel, cut the inner seam on the mark made in step 9.

11. Sand and paint the cut edges to prevent rust. See Photo 10



12. Attach the inner fender using the factory hardware.

13. Using a heat gun, reshape the inner fender to follow the newly trimmed area. See Photo 11.

14. A zip tie may be used to keep the inner fender pulled back against the body.

15. Repeat process on the opposite side.