

Install Guide

Suspension Lift Kit

Subaru Crosstrek GU



Note: These components must be fitted by a qualified person only, as per the manufacturers' service manual. Also, all relevant safety procedures are followed in addition to the following. Photos are an indication and may vary slightly in appearance from the actual product.

Kit Contents:

- 1x Front Left Strut
- 1x Front Right Strut
- 2x Rear Strut
- 2x Camber Bolt
- 2x Sway Bar Spacer
- 4x Subframe Spacer
- 2x Subframe Brace Spacer
- 2x Handbrake Spacer
- 2x Brake Line Bracket
- 2x Splash Guard Spacer
- 2x M8x50 Bolt
- 2x M8x16 Bolt
- 4x M8x20 Bolt
- 4x M10x50 Bolt
- 4x M14x180 Bolt
- 2x M8 Nut
- 2x Trim Clip

What You'll Need:

- Trim Clip Remover
- Vehicle Hoist
- Hoist Jack Stand

Socket/Spanner Sizes:

- 10mm
- 12mm
- 13mm
- 14mm
- 15mm
- 17mm
- 19mm

Installation

1. Park the vehicle in its final lifting position. Before raising the car, raise the bonnet and support it with the prop.
2. Open the boot and remove the false floor. Then remove the trim shown on each side to expose the upper strut mount.



THE VEHICLE CANNOT BE MOVED AFTER THIS STEP

3. Using a 14mm socket, remove the 2 nuts on each strut. Don't panic, the strut will not fall out.
4. Raise the car and support it appropriately. Then remove all 4 wheels.



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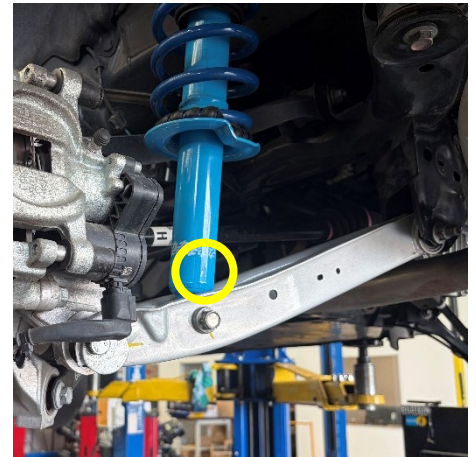
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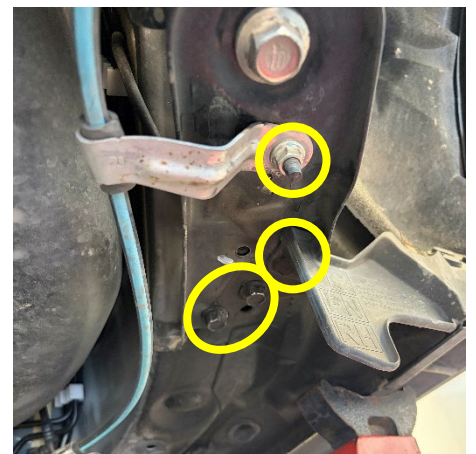
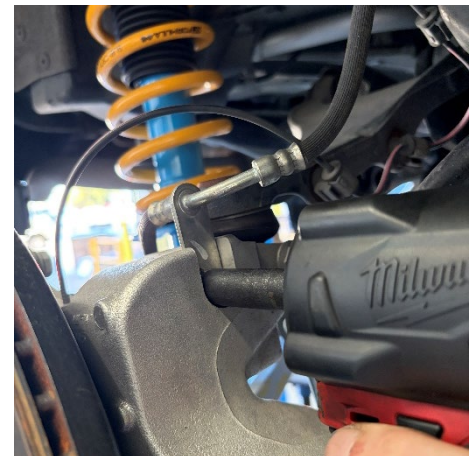
Rear Strut Installation

5. Using a 17mm socket and spanner, remove the lower shock bolt. Crack loose the inner bolts on the upper control arm and both lower control arms.
If you are replacing the rear LCA, do it now.
6. While supporting the shock, pull down on the hub to allow the removal of the strut.
7. If needed, disconnect a sway bar end link on one side to allow more travel.
8. Fit the new strut in the reverse order of removal.
9. First, fit the upper strut mount studs into position and loosely secure the two upper nuts in the boot.
10. Fit the lower shock bolt through the arm and hand tighten.
11. Using a 15mm socket, tighten the upper strut mount nuts to the manufacturers recommended specification.
12. Repeat steps 5-11 for the opposite side.



Rear Subframe Spacer Installation

13. Using a 10mm socket, disconnect the brake line bracket from the upright.
14. Fit the small, angled bracket. Using the original bolt, attach the bracket to the original bracket's location. The thread hole should be facing up and angled towards the rear of the car.
15. Using one of the supplied M8x16 bolts, connect the original brake line bracket to the threaded hole of the new bracket.
16. Repeat steps 14-16 on the opposite side.
17. Remove the two rear undertrays covering the fuel tank.
18. Remove the mud guard clip shown. Using a 12mm socket, remove the 2 front bolts and handbrake cable nut on both sides.



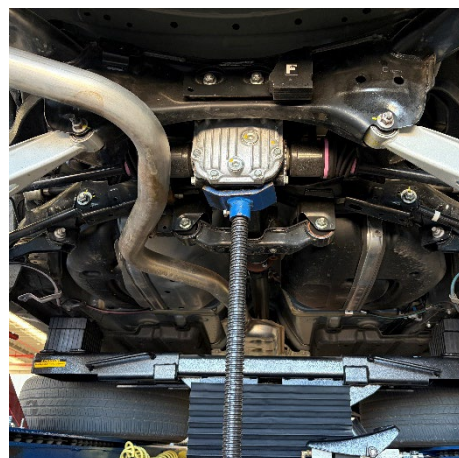
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19. Support the rear diff with a jack.



20. Loosen the 4 subframe bolts until there is only a few threads left engaged.

21. Carefully lower the sub frame just enough to fit the round spacers.

22. Remove one bolt at a time, fit a spacer above the factory one and thread in one of the supplied M14x180 bolts.

23. Once all 4 spacers are fit, jack the diff up so the subframe is pressing against the chassis. First, hand tighten the 4 subframe bolts. Once they are all hand tight, tighten them to the manufacturers' recommended specification.



24. Insert the two forward spacers and secure using the M10x50 bolts supplied. Tighten to the manufactures recommended specification.



25. Insert the tube spacer as shown to raise the hand brake bracket. Secure with the M8x50 bolt and M8 nut. Tighten firmly.



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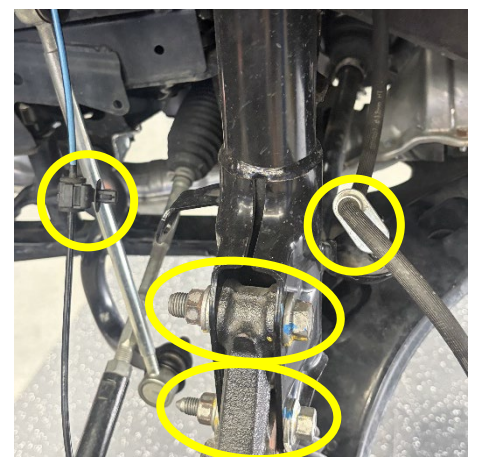
26. Remove the sway bar brackets on each side using a 12mm socket. And lay the sway bar out of the way.
27. Using the original bolts, secure the supplied sway bar spacer in the orientation shown, with the pointed end pointing up. Tighten the two bolts to the manufacturers' recommended specification for these bolts. Repeat this step on the opposite side.
28. Using the M8x20 bolts supplied, secure the sway bar bracket to the spacer. Apply liquid thread locker and tighten firmly. Repeat this step on the opposite side.
29. Using the Z shaped spacer, attach the mud guard to the forward plate using the two supplied and two original trim clips on both sides.
30. Re attach the undertrays.



Front Strut Installation

31. Using a 17mm socket, disconnect the sway bar end link from the strut. Place it out of the way.

If you are upgrading the front sway bar, do it now. Leave the end links disconnected.
32. Crack loose the front LCA inner forward bolt.
33. Remove the speed sensor clip from the strut.
34. Using a 12mm socket, disconnect the brake line bracket from the strut and place them out of the way
35. Using a 19mm socket, remove the two lower shock mount bolts and carefully separate the strut from the upright. Take note of the factory camber bolt in the upper hole.



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36. While supporting the strut, remove the 3 strut top nuts using a 14mm socket. Then remove the strut from the vehicle.



37. Before fitting the new strut, transfer the rubber dust cap onto the new strut.

38. Fit the new strut in the reverse order of removal by first fitting the upper mount into place and loosely fitting the 3 strut top nuts.



39. Fit the original upper camber bolt back through the upper position. Do not tighten.

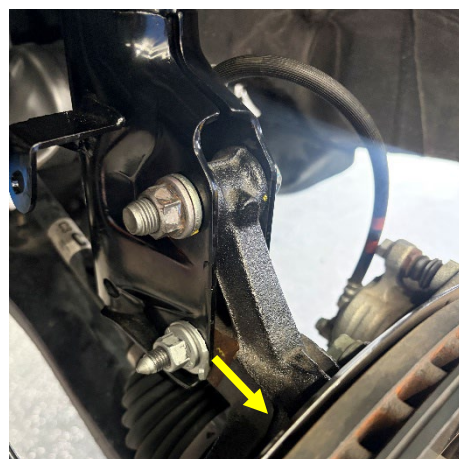
40. Fit the supplied adjustable camber bolt through the lower bolt position. Ensure to correctly fit each locator washer on both ends of the bolt before tightening to prevent damaging the locator. The small tab should fit within the shock bolt hole, and the washer should fit flush with the shock face. The large tab should be facing out of the shock and towards the brake disk. Using a 17mm socket, hand tighten the nut.

41. Using a 15mm socket, tighten the 3 strut top nuts to the manufactures recommended specifications.

42. Firmly tighten both lower strut bolts. If the vehicle must be driven before alignment, tighten both to the manufacture's specification.

43. Reconnect the brake line bracket, sway bar end link and speed sensor clip. Tighten to the manufactures recommended specifications.

44. Repeat steps 32-43 on the remining side.



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45. Refit the wheels and gently lower the car to the ground. With the car at its new ride height, tighten every remaining bolt and nut to the manufactures recommended toque spec.

46. Perform a front and rear wheel alignment. Be sure to mention the fitment of front adjustable camber bolts.

It is extremely important to wheel align the car as soon as possible to avoid dramatic tyre wear and unstable handling characteristics.

Post installation:

- Re-tension all fittings after a settling-in period, but not later than 100kms (60miles) after installation.

Front Bolt Checklist:

- ☐ 6x upper strut mount nuts
- ☐ 2x lower shock mount bolts (lower)
- ☐ 2x lower shock mount camber adjustment bolts (upper)
- ☐ 2x lower control arm forward bolts
- ☐ 2x brake line bracket bolts
- ☐ 2x sway bar link nuts

Rear Bolt Checklist:

- ☐ 4x upper shock mount bolts
- ☐ 2x lower shock mount nuts
- ☐ 2x sway bar link bolts
- ☐ 2x lower rear inner control arm bolts.
- ☐ 2x lower forward inner control arm bolts
- ☐ 4x upper control arm inner bolts
- ☐ 4x subframe main bolts
- ☐ 4x subframe forward bolts
- ☐ 2x hand brake bracket bolts
- ☐ 4x brake line bracket bolts
- ☐ 8x sway bar bracket bolts