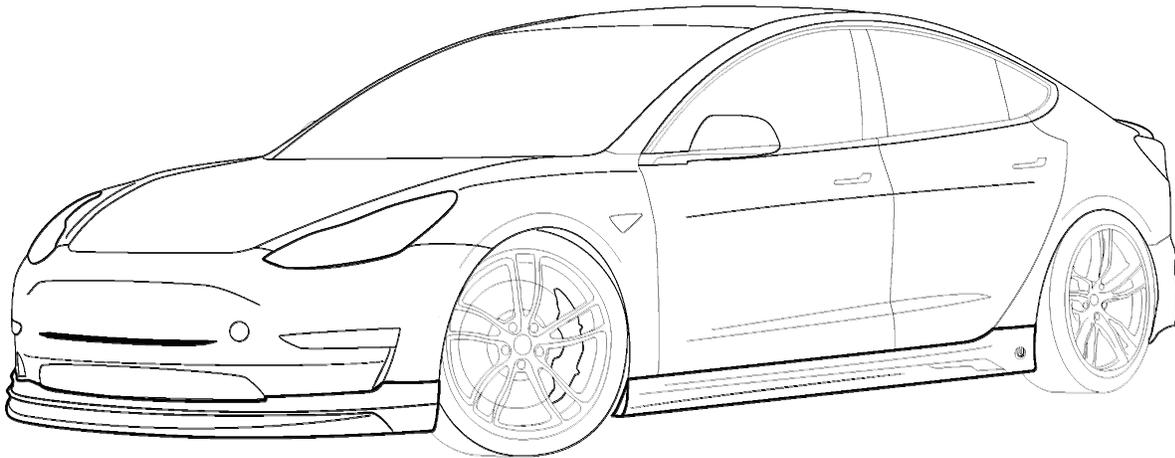


	PARTS	QUANTITY
INCLUDES	FRONT SPRINGS	2 SPRINGS
	REAR SPRINGS	2 SPRINGS

DUAL RATE LOWERING SPRINGS

INSTALLATION INSTRUCTION



DUAL RATE LOWERING SPRINGS

1. PLEASE NOTE: The vehicle must be lifted completely off of the ground and remain as such during the entire installation process.
2. Prior to installation, the inner frunk trim panels must be removed for installation on all vehicles. To do so, begin by removing the plastic upper cowl cover trim panel (below the windshield) (FIGURE-1 ORANGE)
3. Next, flip up the small caps (FIGURE-1 YELLOW) and remove the two 10mm bolts.

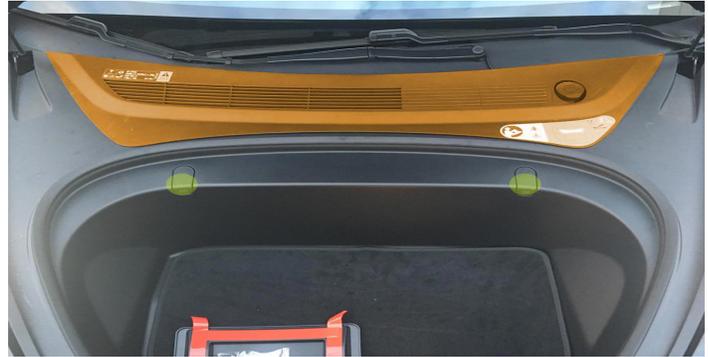


FIGURE 1

4. Remove the front trim panel and lift up the rug and find the additional 10mm bolts securing lower section of the frunk tub to the chassis and remove them (FIGURE-2 YELLOW).
5. Lift up and remove the frunk tub from the vehicle and place aside.



FIGURE 2

6. Once the frunk tub is removed, on either shock tower, there will be four bolts visible which secure the upper shock mount to the chassis (FIGURE-3 YELLOW)
7. Remove these eight bolts (4 on each side of the vehicle)

NOTE:

THE SHOCK ASSEMBLIES WILL NOW BE HANGING AS THEY WILL ONLY BE PARTIALLY SECURED.



FIGURE 3

DUAL RATE LOWERING SPRINGS

- Next, remove the large bolt and nut attaching the shock assembly to the lower control arm (FIGURE-4 ORANGE + FIGURE-6 YELLOW)
- Remove the nut attaching the sway bar end link to the shock assembly (FIGURE-6 BLUE).



FIGURE 4

- To complete removal of the front shock assembly, remove the bolt and nut clamping the front upper A-arm's ball joint to hub / carrier (FIGURE-5 YELLOW).



FIGURE 5

- Next the OEM springs must be compressed and secured prior to removal of the shock's top mount.

NOTE:
A SET OF COIL SPRING COMPRESSORS IS RECOMMENDED (FIGURE-6 PURPLE).

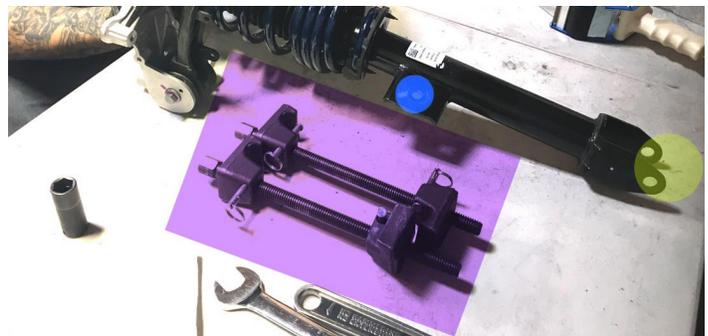


FIGURE 6

- Once the springs are securely compressed, remove the three nuts securing the top mount to the shock (FIGURE-7 YELLOW).
- Remove the top mount and slide off the OEM coil spring.
- Next carefully remove the spring compressors from the OEM springs and transfer them to the U.P. Dual Rate Lowering Springs.
- Following steps 6-13 in reverse to reinstall the spring and shock assembly.



FIGURE 7

DUAL RATE LOWERING SPRINGS

14. To remove the rear spring, begin by removing the protective plastic cover from the rear control arm / spring perch (FIGURE-8 YELLOW).
15. Using a transmission jack, apply upward pressure to the underside of the control arm / spring perch to slightly compress the rear spring.
16. With pressure still applied, remove the bolt and nut securing the control arm / spring perch to the hub (FIGURE-8 BLUE), as well as the bolt and nut securing the bottom of the shock to the control arm (FIGURE-8 GREEN).
17. Once the bolts are removed, slowly lower the jack to gently uncompress the spring (the spring will need to be fully uncompressed - no tension).
18. The OEM spring should now be loose and capable of being removed.
19. Follow steps 14-18 in reverse to install the U.P. Dual Rate Spring and reassemble the rear suspension and complete the installation.



FIGURE 8

NOTES:

****MAKE SURE TO TORQUE WHEELS TO 129LBS/FT**

****WE RECOMMEND PERFORMING A VEHICLE SUSPENSION ALIGNMENT ONCE THE INSTALLATION HAS BEEN COMPLETED**

