



2000-2004 Subaru Outback
2003-2006 Subaru Baja
1.5" -2" Lift kit Installation instructions

Tools Required:

- Sockets: 10mm, 12mm, 14mm, 17mm, 19mm, 22mm (3/8")
- End Wrench: 17mm, 19mm, 22mm
- Allen Wrench:
- Flathead screw driver
- Floor Jack
- 2 Jack stands
- Torque Wrench

Hardware Provided:

Bag "H"

- (4) M10 Flange Nuts
- (6) M8 Flange Nuts

Multi link Spacers bolts

Bag #1

- (4) M14 x 50mm
- (4) M14 Washers
- (4) M14 Split Washers

Bag #2

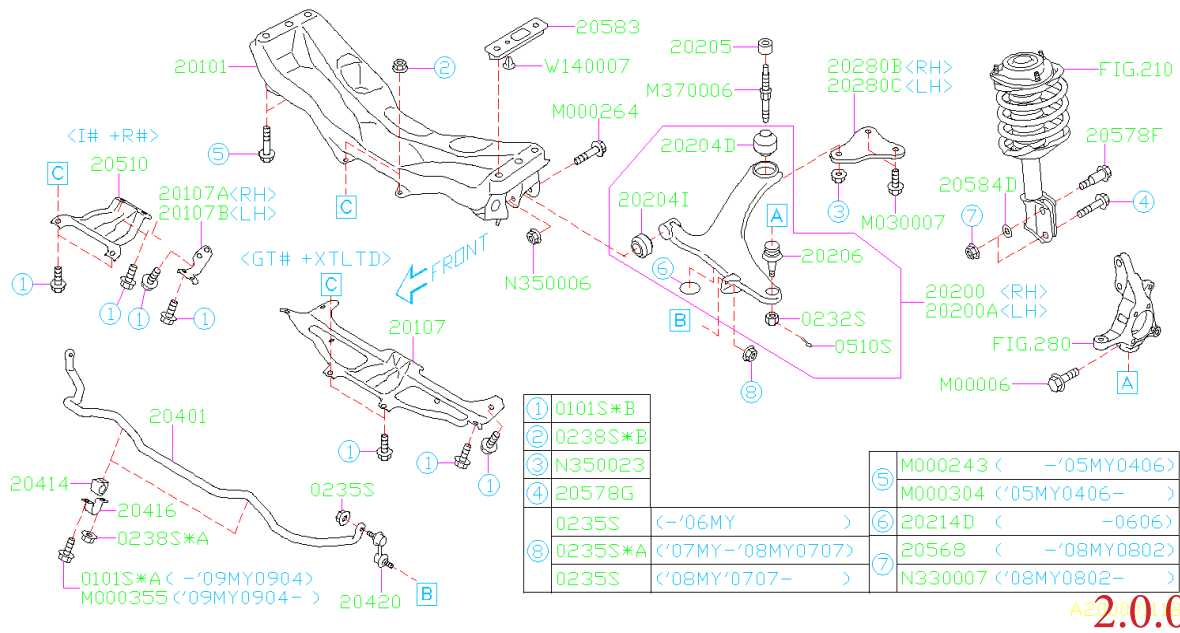
- (4) M14 x 120mm
- (4) M14 Nuts
- (8) M14 Washer
- (4) M14 Split washers
- Bag "OB TA"
- (6) M14 x 100mm
- (6) M14 Washers
- (6) M14 Split Washers

Rear Support Hardware

Bag "H Support"

- (4) M10 x 80mm
- (4) M10 Washer
- (4) M10 Split washers
- Spacers Provided:
 - (2) Front ADF Spacers (L & R) (3 Bolt Studs)
 - (2) Rear Spacers (2 Bolt Studs)
 - (4) Multi Link spacers Blocks "ADF"
 - (4) Trailing Arm Spacer Blocks
 - (2) Rear Support Blocks

Front Spacer Installation:



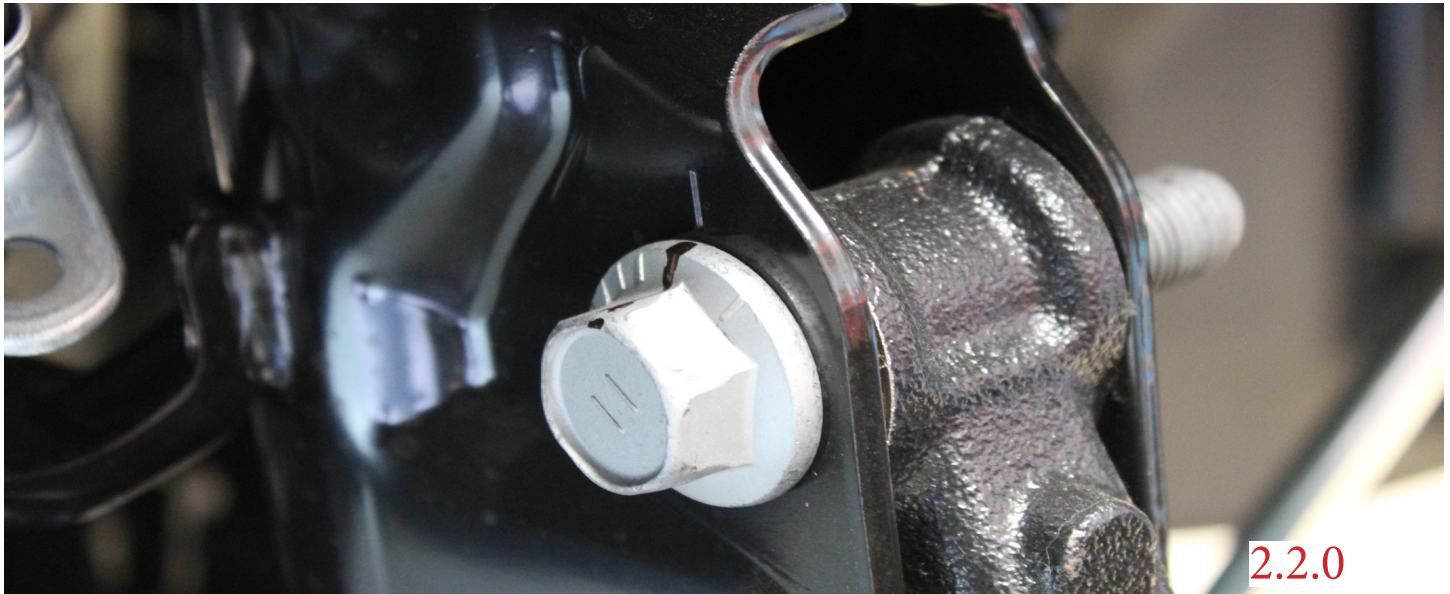
- 1.0.0 Lift vehicle up and support with jack stands (Car lift if equipped)
- 1.1.0 Remove Tires 19mm (or lug key socket if applicable)
- 1.2.0 Disconnect Brake line (10mm Socket)
- 1.3.0 Disconnect ABS Connection to strut (flat head screwdriver)
- 1.4.0 Remove Front Sway bar end link. Allen wrench and 17mm Socket (Impact with a 17mm works great too)

1.5.0 Support Hub, with Jack stand or bunji Cord. This will prevent the hub from falling outwards of the car causing the inner CV joint to pull out of its inner cup.

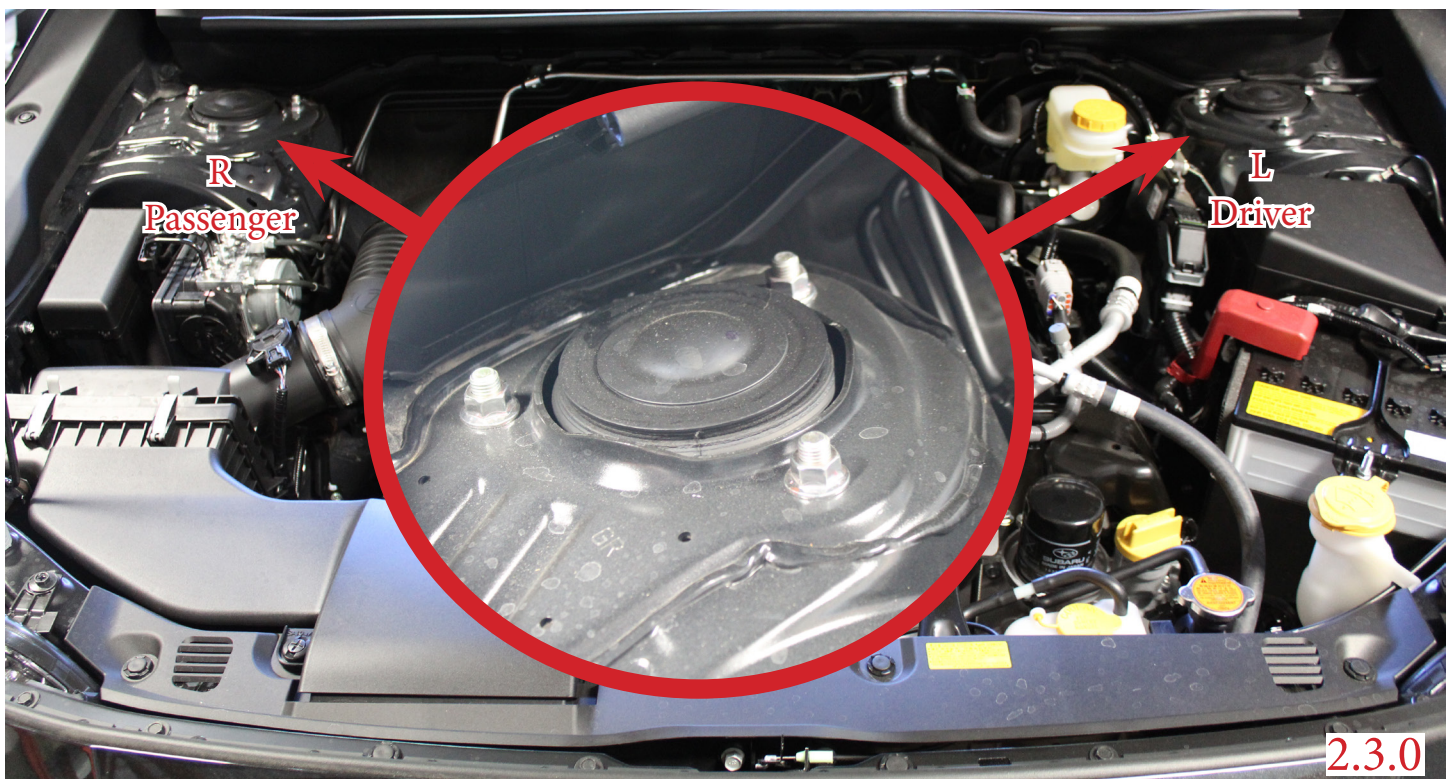
1.6.0 Note: Prior to removing lower strut bolts make sure to mark the upper camber bolt, so it can be installed in the same location with minimal camber change. An alignment will correct for any human error when re-installing.

1.7.0 Un Bolt Lower strut bolts (2) 19mm Socket and 19mm End wrench.

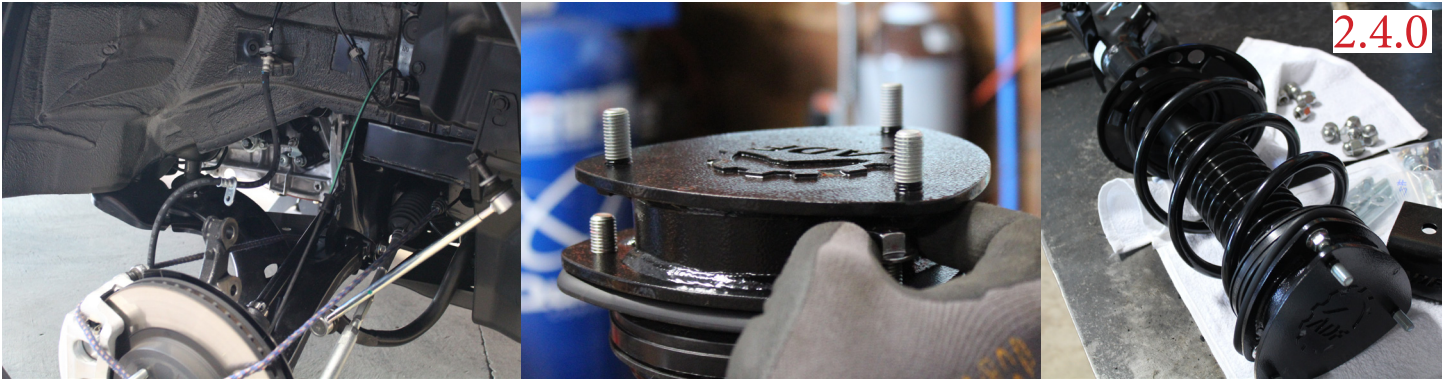
1.8.0 Un bolt upper strut (3) 14mm Nuts. Hold the strut to prevent it for falling downwards when loosening these nuts.



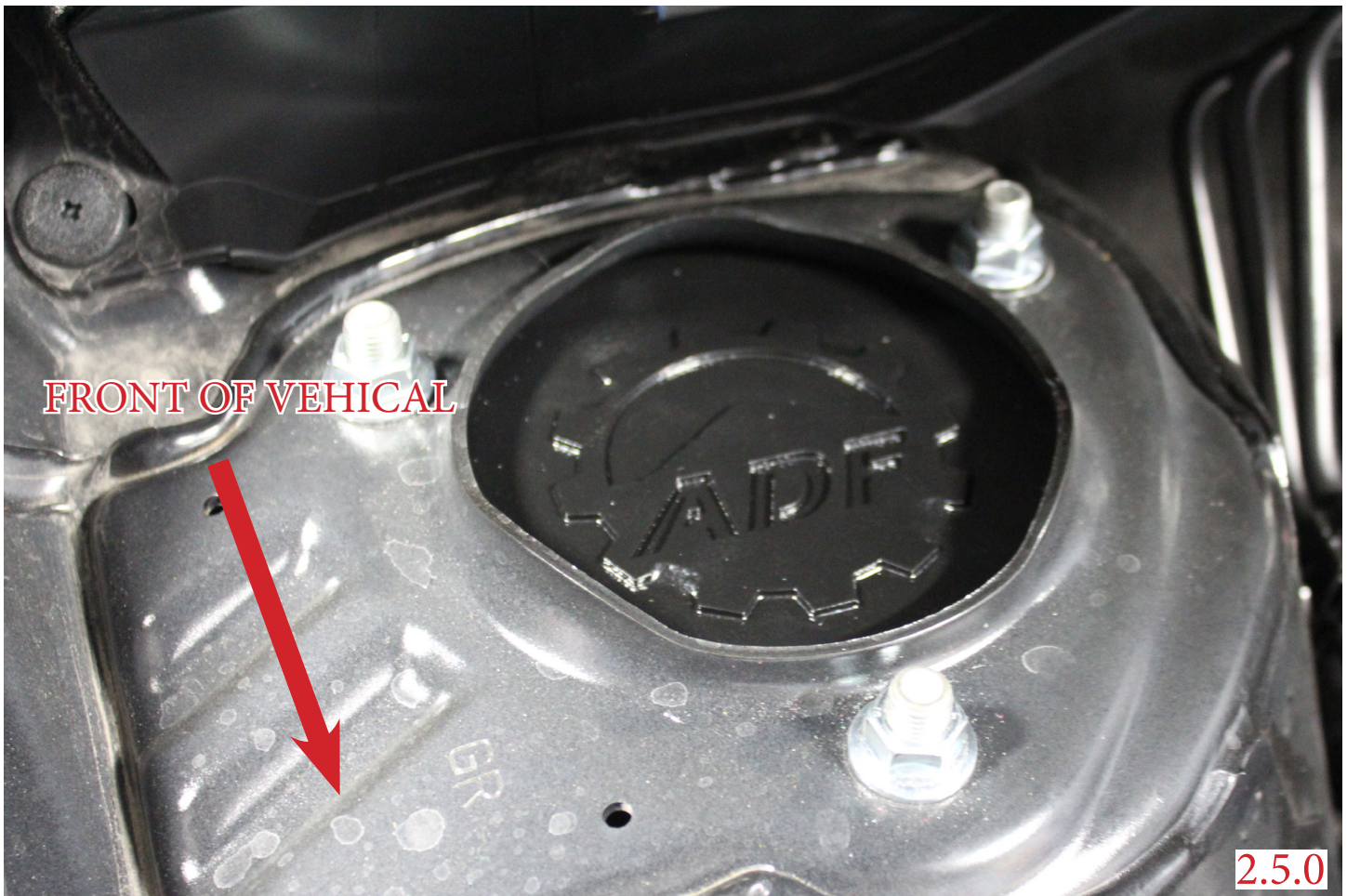
1.9.0 Front Strut Spacer installation. Front Spacers are side specific, spacers will be stamped and marked in white paint pen. (L Driver) & (R Passenger) When installing these the logos should be read looking into the engine bay. Studs marked with L and R will be more forwards facing stud. The orientation is extremely important; installing them incorrectly will cause alignment issues and will not go back into spec.



1.10.0 Slide Spacer on correct strut, use factory nuts removed prior and tighten the spacer to the top hat. 14mm End wrench, helps to use the 22mm end wrench to apply pressure to the lift spacer studs to get the lower studs nice and tight. Note: Strut top hat spins, orientation of lift spacer on strut top hat does not matter as they are cimetrical.



1.11.0 Re install strut with new strut spacer installed. (6) Nuts from Bag “H” (3) per side. Make sure spacer is in correct orientation. 13mm socket to fasten the new spacer and nuts in their location. Torque top hat studs to (14.5 Ft/Lbs.) NOTE: If this is a 1.5” Lift kit with the sapcer that had an acess hole the ADF logo faces outwards towards the fender. L & R still applies as stated.



1.12.0 Re install lower (2) 19mm Strut bolt, why'll taking note of the mark on upper camber bolt in step 1.8.0. Make sure to get it as close as you can for minimal camber change.

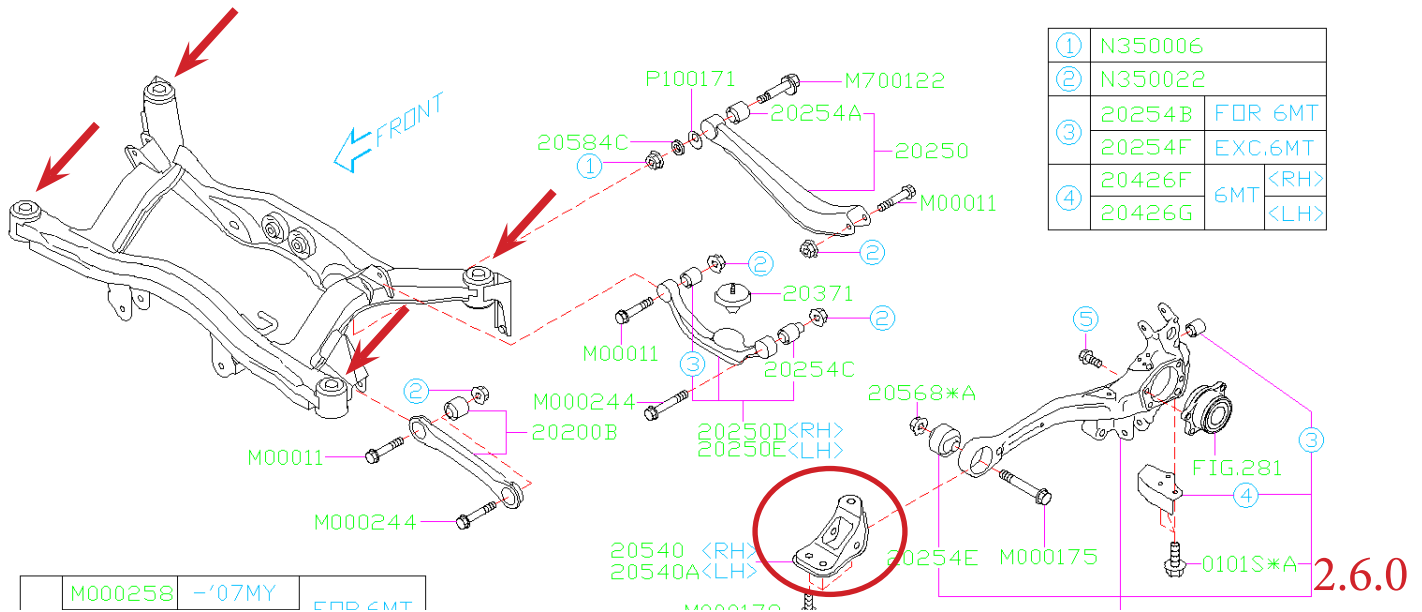
1.13.0 Re install front brake line mount, 10mm Socket.

1.14.0 Re install ABS sensor in holding bracket.

1.15.0 Re install sway bar end link in strut, 17mm socket.

- 1.16.0 Repeat procedure 1.4.0-1.12.0 on opposing side.
- 1.17.0 Re install tires and torque to factory recommendation.

Rear Strut spacers and Multi link spacer install:



- 1.18.0 Lift vehicle up and support with jack stands (Car lift if equipped)
- 1.19.0 Remove Tires 19mm (or lug key socket if applicable)
- 1.20.0 Unbolt rear brake line, 10mm socket
- 1.21.0
- 1.22.0 In the rear of the vehicle behind the rear seats, remove the floor panels and foam covers to access the upper rear top hat nuts. The foam can be hard to get out with there clips, use a flat head to pop them out.
- 1.23.0 M14 socket and remove the upper nuts to the top hat.
- 1.26.0



1.24.0 Support the center of the rear diff with a tranny jack or floor jack. This will make it possible to lower the rear subframe with ease.

1.26.0 1.25.0 With rear subframe being supported at differential, remove hardware to forward trailing arms 17mm socket. Circled in (Image: 2.6.0)

1.26.0 Dissconnect sway bar end link from lower portion of the hub.

1.28.0 Remove lower strut bolt, 17mm Socket and end wrench.



1.29.0 Note: Make sure rear subframe is good and supported at the differential!

1.30.0 Remove the last main (4) 19mm bolt holding the subframe to the chassi. Red Arrows in (Image 2.6.0)

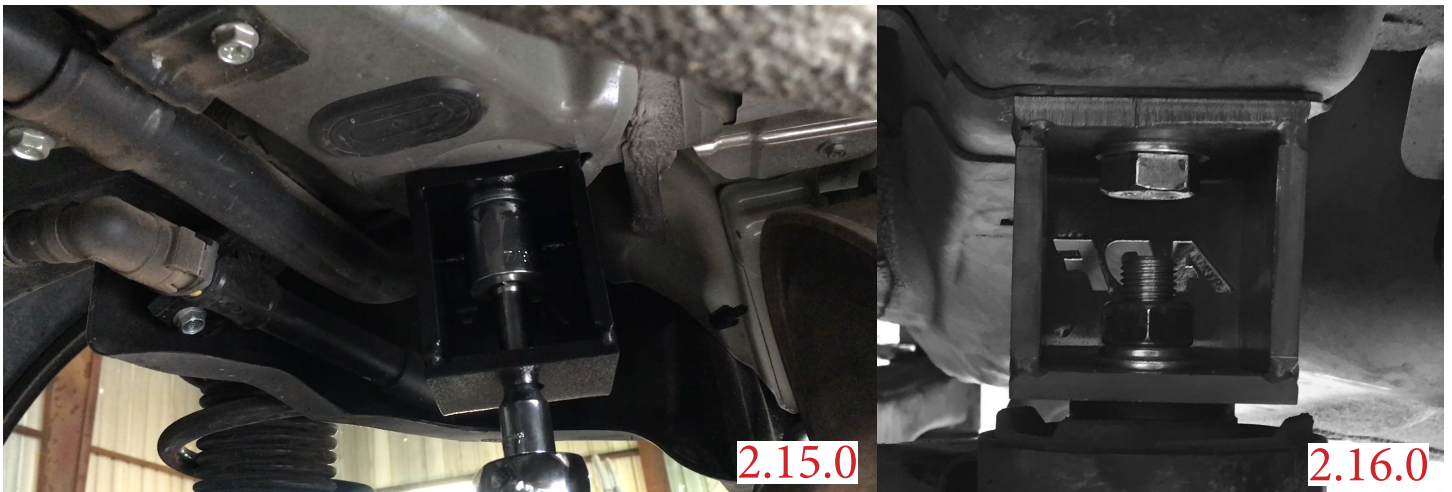
1.31.0 Lower the rear subframe just enough to slide the “ADF” multi link spacer in between the body and the subframe. Roughly 2.5-3” (Image 2.6.0 designated with Red Arrows.)

1.46.0 REMOVE Factory puck spacer! If spacer is not removed things wont go back the way they should. The new “ADF” spacer makes up for the 1.5” lift plus the spacer removed.

1.32.0 Remove rear strut for top hat spacers installation.

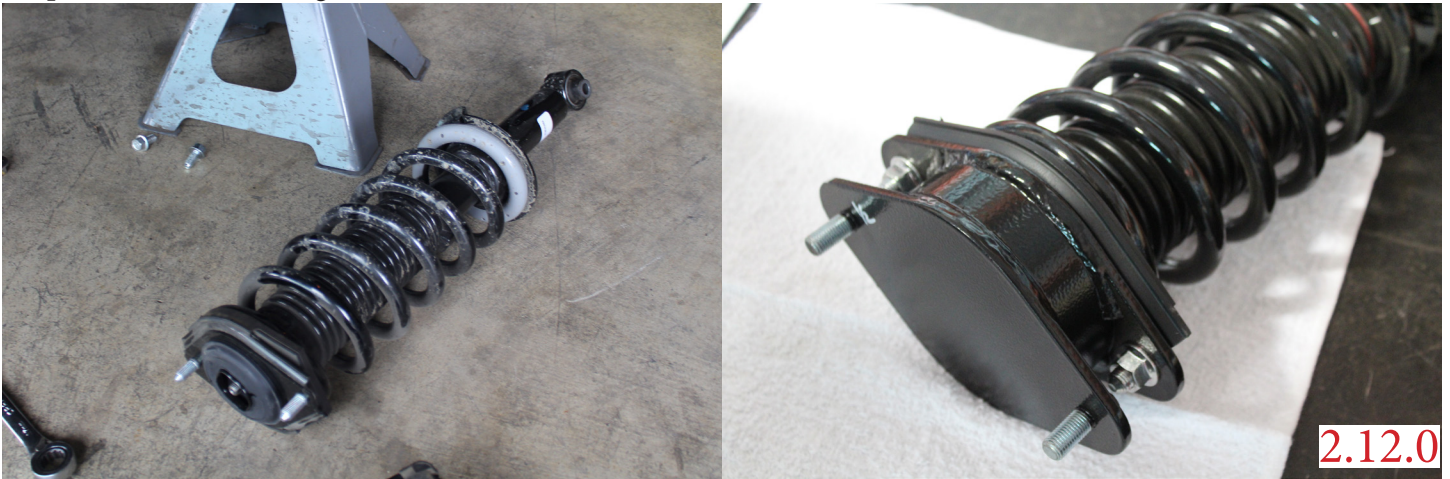
1.33.0 Install rear strut lift spacer on top of strut. These spacers are not side specific. Slide spacer onto strut top hat and use the factory nuts to tighten the bottom of the strut lift to the strut top hat. 14mm end wrench. Use a 22mm end wrench between the upper studs to hold the strut why you tighten it down.

1.34.0 Re install strut in vehical (2) 14mm nuts per side. Top hat nuts in vehicle torque down to (22 ft/lbs) Lower strut bolt, (59 ft/lbs) 17mm socket and endwrench.



1.35.0 Install all “ADF” Multi link spacers. Bag “#1” (M14 x 50mm) will mount the block to the body. Torque to 106.9Ft/lbs. To torque down these bolts, slide a 3/8” 22mm (7/8”) socket into the block, and then run a long 3/8”

extension through the bottom of the subframe into the bottom of the block. This will allow you to properly torque these down. (Image: 2.15.0)



1.36.0 With upper “#1” bolts installed and torqued, you can start to install bag “#2” M14 x 120mm. Start with the forwards 2 and make sure to install the forwards support arm at the same time. If the holes dont line up all the way push the subframe a little around to get it to line up. Make to to install the nuts provided into the spacer. Washers are installed in this order, washer, lockwasher then the nut in side the block. Dont tighten all bolts down till they have all been installed.



1.37.0 Before subframe gets torqued, install forwards Trailing arm spacers, hardware bag “OB TA” (4) M14 x 70mm bolts. Spacers will go between the Trailing arm bracket and the body. Then install hardware, get hardware snug. 22mm Socket (Image 2.6.0 designated with red circle.)

1.37.1 Before putting in rear bolts from bag #2 make sure the support arms are installed at the same time with teh support arm spacers for the rear subframe.

1.38.0 22mm end wrench in side the “ADF” block holding the nut and then a 22mm socket and torque wrench to finishing torqueing the subframe to the bottom of the block.

1.39.0 Begin to torque down installed hardware.

1.40.0 (4) (M14 x 120mm) Main Multi link bolts, 106.9 ft/lbs. (19mm Socket)

1.41.0 (4) Forward Trailing arm spacers. (6) Bolts 100 ft/lbs

1.42.0 Re attach E brake cable to arm. 12mm nut.

1.44.0 Re attach ABS lines to their mounting brackets. If tight bend lower flashing support to relieve tension.

1.45.0 Mount the lower section of the rear strut to the hub. Some times it helps to apply some pressure with a

jack to the bottom of the strut to get it lines up with the hub. (59 ft/lbs) 17mm socket and endwrench.

1.46.0 1.46.0 Re install tires and torque to factory recommendation.

1.47.0 Double check everything and take in for an alignment.

Notes:

After setting the vehical on the ground, it will look as though it has exsessive positive camber, this will settle out when the vehical is driven around. Make sure to get an alignment after this kit is intalled to clean up any human error during install.

If you have any questions contact us at 5035750034

Trouble Shooting:

-Rattling sound front or rear

- Check sway bar end links. 99% of the time this is the cause.
- Double check all bolts are tight.