

# Outback & Baja 1" lift install

## Anderson Design & Fabrication

Works on, 00-04 Outbacks, 02-06 Baja

### Front

Of Note, what I used most of included, but not limited to

12mm

13mm

14mm

17mm

19mm

Jack

[Jack Stands](#)

The process is pretty straight forward. We will start with the front:

To make life easier, you want to disconnect both front sway bars bolts. Just take the nut out that attaches to either mounting point (I removed the upper) on the right and left side. This will let you lower your control arms a bit more.



Also of note. **DO NOT LET YOUR CONTROL ARM DROP WHEN YOU REMOVE THE STRUT FROM THE KNUCKLE. YOU RUN THE CHANCE OF POPPING YOUR CV JOINT**

OUT OF THE CUP. You have been warned. Next move any brake lines/clips/brackets/abs/speed wires etc from your struts like this little abs sensor wire

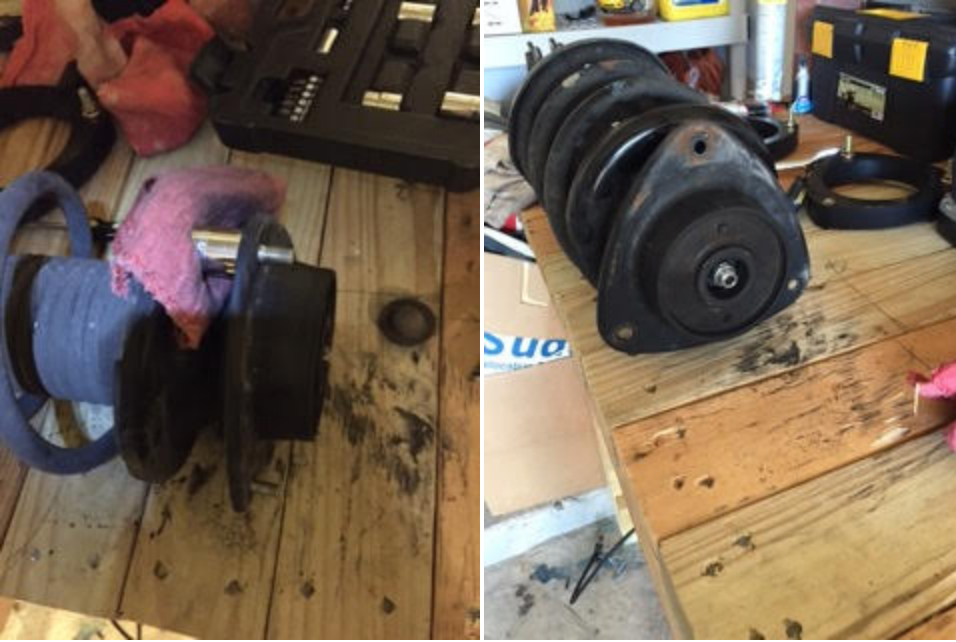
Remove the top hat nuts (3 each side 12mm) and leave one just barely threaded on so the whole assembly does not drop down. Take a moment to mark the current camber bolt position for approximate alignment when reassembled.



You will however still need to get a 4 wheel alignment. Next remove the two bolts holding the strut to the knuckle. These are 19mm bolts and nuts. I recommend either a breaker bar on the nut side, or a long wrench on the nut side to break it loose. You will need to lift up slightly on the knuckle assembly (what the brake rotor is attached to) to get the bolts out. Once bolts are removed, set something under the lower control arm to make sure it does not just drop. Then just reach over the fender while you are holding the strut, and take that single nut off, proceed to pull out the strut.

## STUD REMOVAL

When removing the strut top hat studs its best to put a socket with a larger diameter than the bottom of the stud. This will allow you to hit it with great force without having the strut bounce around. Another way to remove them is, put the lip of the top hat of something ridged and hammer away on the studs. Or use a seat clamp to slowly press them out of the top hats.



## SPACER INSTALL

There are 3 longer bolts for each top hat in the front. Before putting them through the bottom of the top hat to later thread them into the strut spacer put one corresponding washer on each bolts. Then begin to thread them into the spacer. Once all three are finger snug, begin to tighten them to fully fasten the spacer to the top hat. You want to tighten the bolts, just till the nut in the spacer begins to pull into the spacer.



## INSTALL

Then you will need to install these in reverse order.

Reuse the factory top hats nuts to install the spacers. If they are the pinch style and cause the bolt to spin. If this happens flip the spacer over with the nuts on the bottom. This will allow the nuts to lock to the top hat preventing it from moving.



## Rear

The last thing you have to do is the rear strut spacers. Unhook the Sway bars and the bottom of the strut. Make sure any brake lines or ABS lines are also unhooked.



In the Outback and many other models, remove your spare tire cover then pop up the panels on either side, and remove the clips holding in the Styrofoam on the sides.





Once all those are removed you will see the two 14mm nuts holding each strut on.



Go ahead and remove those. The lower bolts should already be removed so you can just pull them out. Install the rear spacers just as you did the fronts and reinstall. It will take some muscle to get everything lined up so be patient. It helps to have a friend stand on the hub.



## STUD REMOVAL

Stud removal is the same concept as the front!

It will take some muscle to get everything lined up so be patient. It helps to have a friend stand on the hub. Or use a jack to lift up on the bottom of the strut after you have the top mounted down. This will help compress the strut to line the hole up better.

Should be ready to rock after this!

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