



2014-2018 Forester

2013-2017 Crosstrek

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: 5mm, 6mm
- Flathead screw driver
- Floor Jack
- 2 Jack stands
- Torque Wrench
- Prybar/crowbar

Hardware Provided:

Bag "H"

(6) M8 Flange Nuts

(4) M10 Flange Nuts

Brake line relocater brackets& hardware

Multi-link spacers bolts

Bag #1

(4) M14 x 45mm

(4) M14 Washers

(4) M14 Split Washers

Bag #2

(4) M14 x 120mm

(4) M14 Nuts

(8) M14 Washer

(4) M14 Split washers

Bag "SJ 1.5 SP"

(4) M10 x 70mm

(4) M10 Washers

(4) M10 Split Washers

(4) M8 x 70mm

(4) M8 Washers

(4) M8 Split Washers

Spacers provided:

(2) Front ADF Spacers (L & R) (3 Bolt Studs)

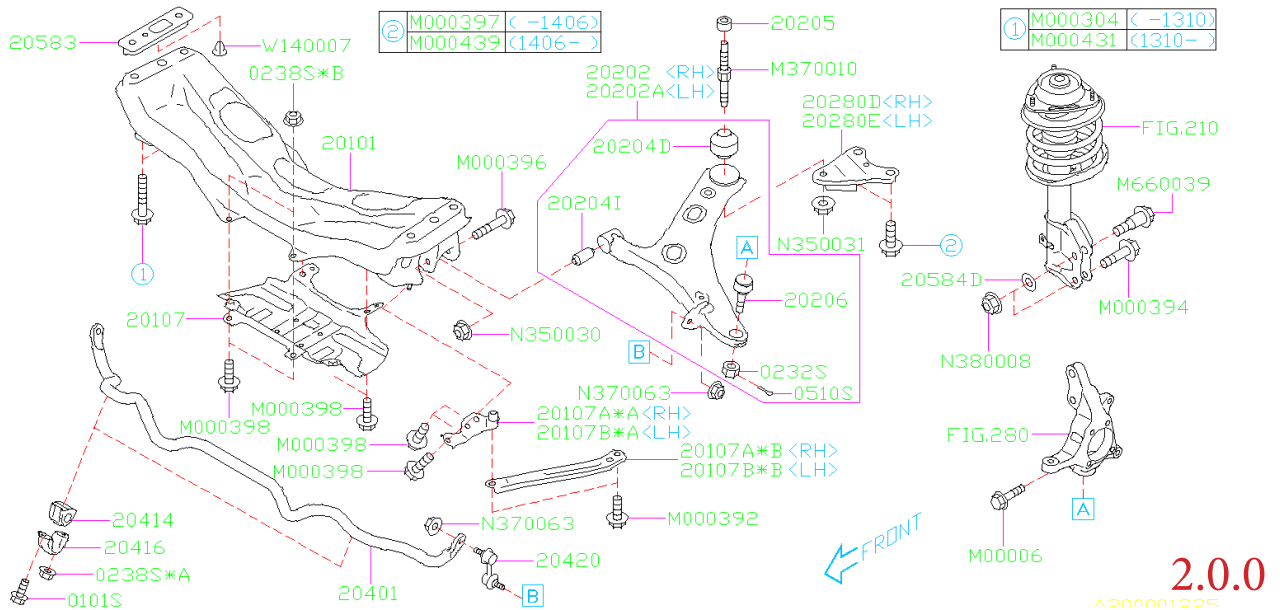
(2) Rear Spacers (2 Bolt Studs)

(4) Multi Link spacers Blocks "ADF"

(2) Primary Forward Support Spacers

(2) Secondary Forward Support Spacers

## Front Spacer Installation: Front Spacer Installation:



- 1.0.0 Lift vehicle up and support with jack stands or car lift (if equipped).
- 1.1.0 Remove wheels 19mm (or lug key socket if applicable).
- 1.2.0 Disconnect brake line, 10mm socket (Image 2.3.0).
- 1.3.0 Disconnect ABS connection to strut, flat head screwdriver.
- 1.4.0 Remove front sway bar end link with allen wrench and 17mm socket
- 1.5.0 Support wheel hub with jack/stand/bungee cord. This will prevent the hub from falling outwards of the car and causing the 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 Unbolt lower strut bolts (2) 19mm socket and 19mm end wrench.
- 1.8.0 Unbolt upper strut (3) 10mm nuts. Support the strut to prevent it from falling when loosening these nuts.



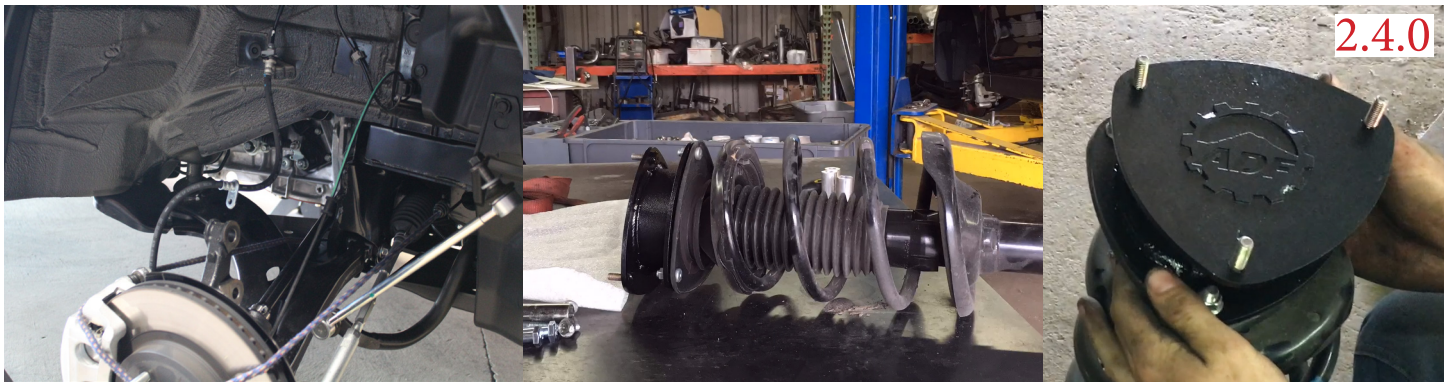
- 1.9.0 Front Spacers are side specific - stamped and marked in white paint pen (L Driver) & (R Passenger). When installing these, the logos should be read looking into the engine bay from the front of the car (Images 2.1.0/2.5.0). The studs marked with L and R are the furthest forward stud. The orientation is extremely impor-

tant; installing them incorrectly will cause issues uncorrectable by alignment and will require reinstallation.



2.3.0

1.10.0 Slide spacer on to the correct strut. Using the factory M12 nuts, tighten the spacer to the top hat. Note: Orientation of lift spacer on strut top hat does not matter as they are symmetrical.



2.4.0

1.11.0 Reinstall strut with strut spacer installed using (6) nuts from Bag "SH" (3) M8 per side. Verify spacer is in correct orientation (step 1.9.0). Use a 14mm socket to fasten the new spacer and nuts in their location. Torque top hat studs to 14.6 ft/lbs..

1.12.0 Reinstall lower (2) M19 strut bolt, while taking note of the mark on upper camber bolt (step 1.8.0). Make sure to get it as close as you can for minimal camber change.

1.13.0 Reinstall front brake line mount, 10mm socket.

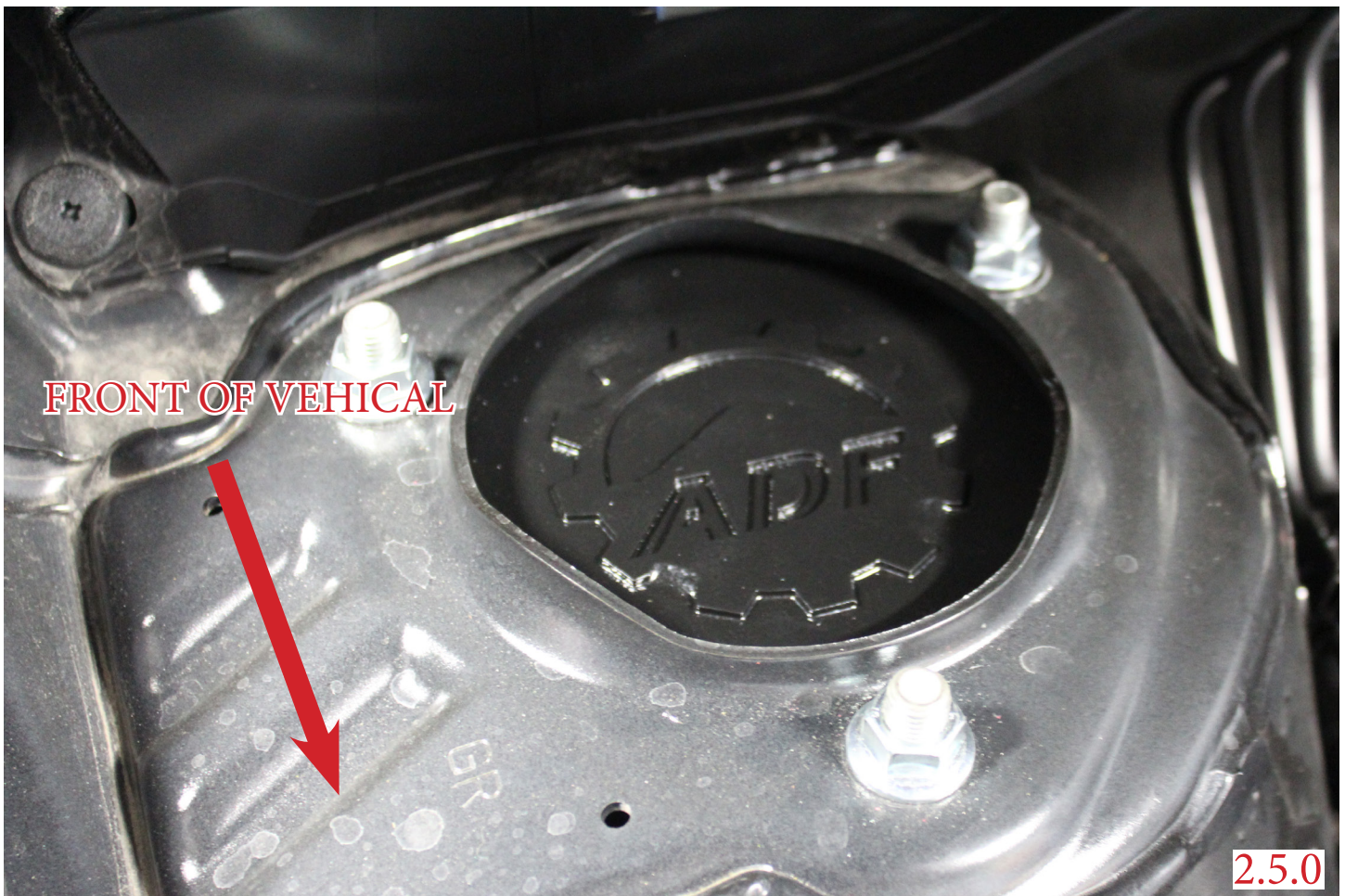
1.14.0 Reinstall ABS sensor in holding bracket.

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

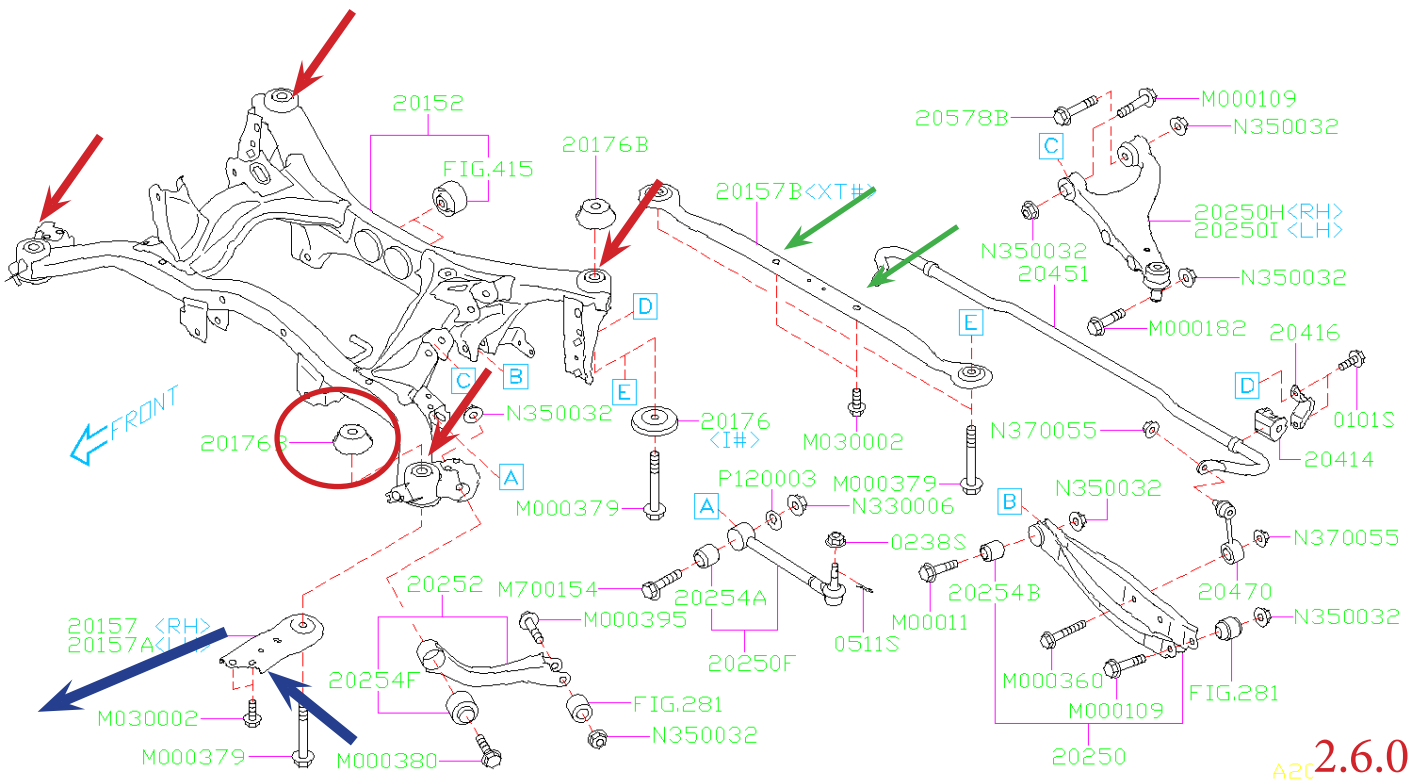
1.16.0 Repeat procedure 1.4.0-1.12.0 on opposing side.

1.17.0 Reinstall wheels and torque to factory recommendation.





Rear Strut spacers and Multi link spacer install:



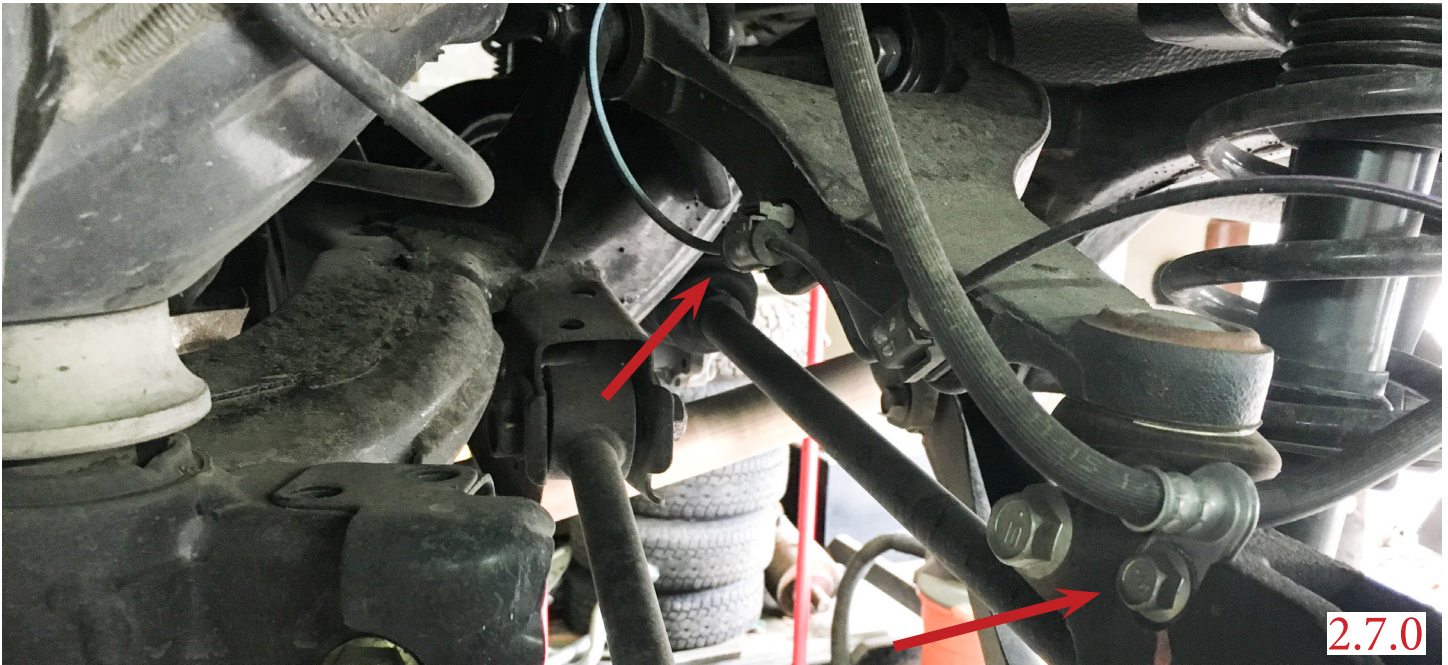
1.18.0 Lift vehicle up and support with jack stands or car lift (if equipped).



1.19.0 Remove wheels 19mm (or lug key socket if applicable).

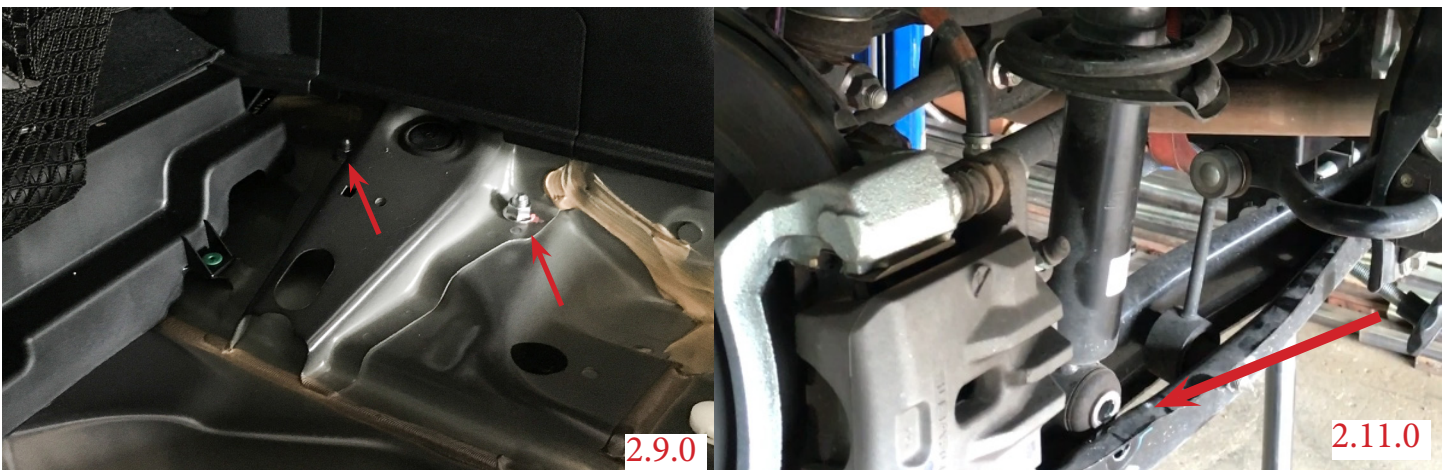
1.20.0 Disconnect brake line (10mm socket).

1.21.0 Unclip ABS line from bracket. This will relieve tension when lowering the rear sub frame.



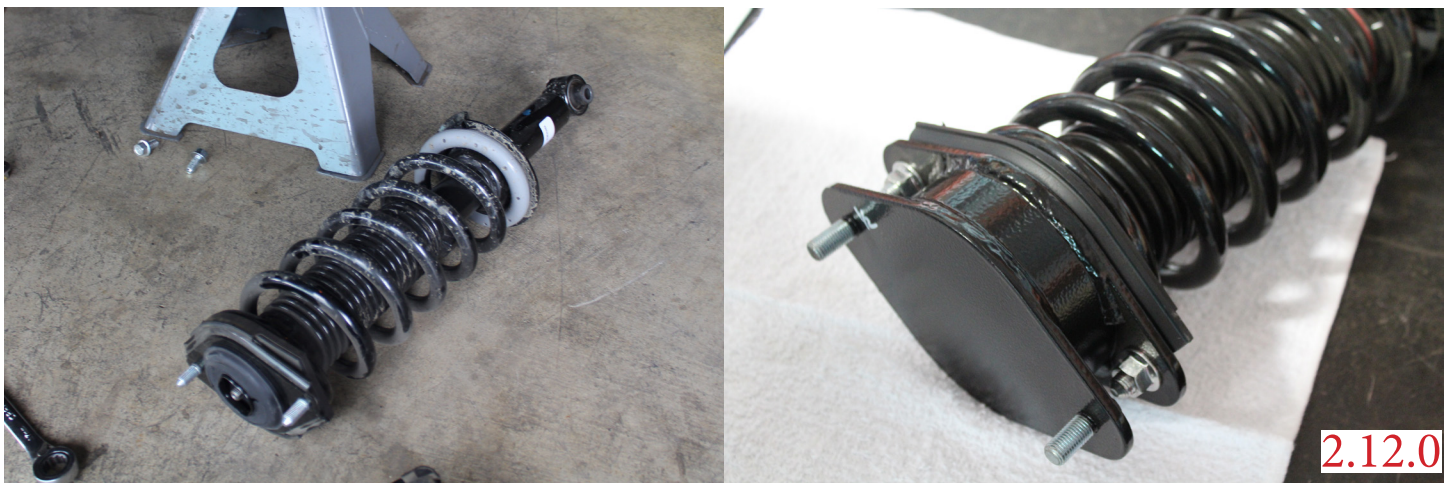
1.22.0 Under the vehicle remove all the plastic splashguards, 10mm socket.

1.23.0 Now that the 4 forward support arms are exposed, begin unbolting the secondary support arm, 10mm socket.

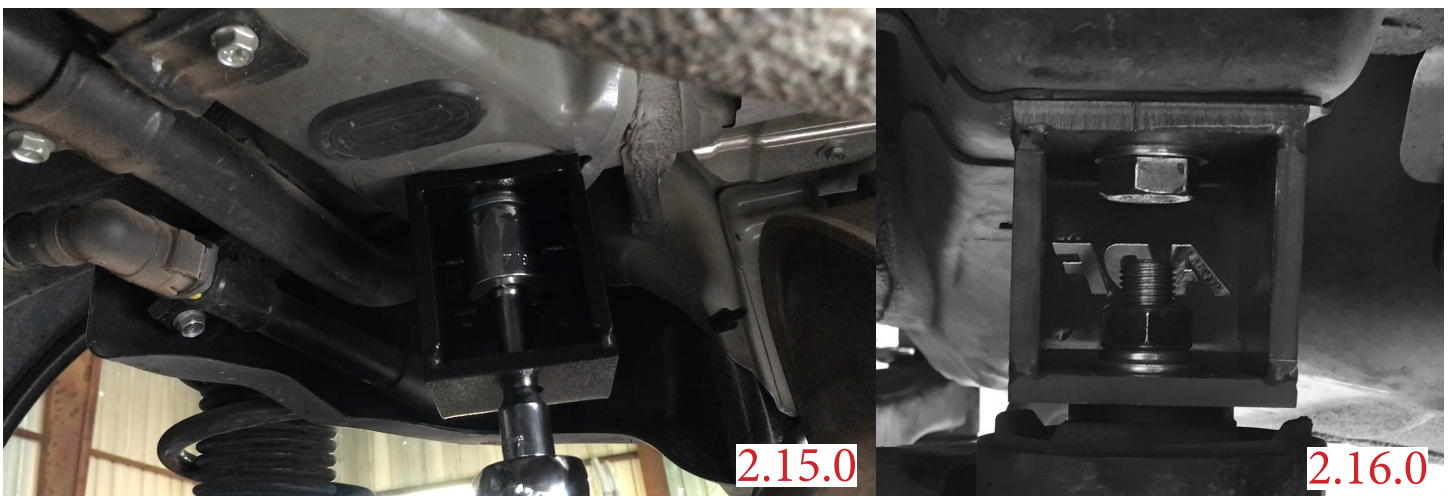




- 1.24.0 After the secondary support is removed you can unbolt the primary support arm, M14 socket.
- 1.22.0 Behind the rear seats, remove the floor panels and foam covers to access therear top hat nuts. The foam can be hard to remove; use a flat head to pop retaining clips out.
- 1.23.0 Remove the top hat nuts, M14 socket (Image 2.9.0)
- 1.24.0 Support the rear differential with a jack. This will make it possible to lower therear subframe with ease.
- 1.28.0 Remove lower strut bolt, 17mm socket and end wrench. (Image 2.9.0)
- 1.28.1 Note: Make sure rear subframe is supported at the differential!
- 1.29.0 Remove the remaining (4) 19mm bolts holding the subframe to the chassis.
- 1.30.0 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.)
- 1.31.0 REMOVE Factory puck spacer! Thenew “ADF” spacer makes up for the 1.5” lift plus the spacer removed.
- 1.32.0 Remove rear strut prior to bolting rear subframe back up with new spacers and hardware. A prybar/crowbar can help to pry out lower section of the strut; they can be pinched in between the body and lower control arm.



- 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. (Image: 2.12.0)
- 1.34.0 Reinstall strut in vehicle (2) 14mm nuts per side. Install prior to tightening subframe down. Torque the top hat nuts (22 ft/lbs) and lower strut bolt, (59 ft/lbs), 17mm socket and endwrench.
- 1.35.0 Install all “ADF” multi link spacers. Bag “#1” (M14 x 45mm) will mount the block to the body. Torque to 106.9 Ft/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 the subframe into the bottom of the block. This will allow you to prop-





erly torque these down. (Image 2.15.0)

1.36.0 With upper “#1” bolts installed and torqued, install bag “#2” M14 x 120mm. Start with the forward 2 and make sure to install the forward support arm at the same time. If the holes do not line up, move the subframe around until alignment is achieved. Install the provided hardware in this order: washer, split washer then the nut inside the block. DO NOT torque bolts down until they have all been installed. (Image 2.16.0)

1.37.0 Before subframe gets torqued, install forwards support arm spacers, hardware bag “SJ1.5” (4) M10 x 70mm bolts. Spacers will go between the support arm and the body. Install the hardware provided until snug. 17mm Socket (Image 2.6.0 designated with blue arrows.) Forward support arm is shown in (Image 2.10.0)

1.38.0 Use a 22mm end wrench inside the block and a 22mm socket and torque wrench to finish torquing the subframe to the bottom of the block. 1.39.0 Begin to torque down installed hardware.



1.40.0 (4) (M14 x 168mm) Main Multi link bolts, 106.9 ft/lbs. (19mm socket)

1.41.0 (2) Forward support arm spacers. (4) Bolts 30 ft/lbs

1.42.0 Reattach E brake cable to arm. 12mm nut.

1.44.0 Reattach ABS lines to their mounting brackets. If the brake line is tight, bend lower flashing support to relieve tension.

1.45.0 Install new brake line bracket to hub, elbow pointing in. Using factory bolt M12 socket. Attach brake line to new bracket using provided hardware. 13mm socket and endwrench. Note: If the brake line is tight after reinstallation, bend the bracket to relieve tension. (Image 2.17.0)



1.46.0 Install forward support arms and spacers. Attach forward support arm to primary support bracket

first. Install the spacer and new hardware forward of the primary support bracket. (Image 2.18.0)

1.47.1 (2) Secondary forward support arm spacers. (4) Bolts 21 ft/lbs. NOTE: This added Secondary support is not equipped on 2013 Model Crosstreds.

1.47.0 Reinstall under body plastic guards. You have 2 options here: 1. force it into place and bolt it up, or 2. trim the plastic to fit.

1.46.0 Reinstall wheels and torque to factory recommendation.

1.47.0 Double check everything and take in for an alignment.

1.48.0 FOR TURBO MODELS ONLY. If you have an XT version Forester you will have an added brace along the rear of the subframe. Designated in image 2.6.0. Added spacer will be provided if ordered correctly. Green arrows designate location of spacers in image 2.6.0.

Notes:

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

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.

If you have any questions, please contact us at 5035750034



