

RACECOMP ENGINEERING

2022+ WRX

SS2 Coilovers Installation Instructions

DISCLAIMER: PLEASE READ

We (Racecomp Engineering) are not responsible for any issues resulting from improper installation. Removal and installation of suspension components may be dangerous, as parts may be under compression and are likely to shift unexpectedly, causing serious injury or death. Installation should be performed by an ASE certified Subaru technician. Unless you are a technician by trade, you should not attempt installation of this part. Please use caution when driving your vehicle after installation, as handling characteristics may have changed dramatically.

Before installation, please read the following manual carefully

1. Check the package for shipping damage. If damaged, please take the following steps ASAP:

- A. Take pictures before unpacking
- B. Unpack the box and check for damaged parts
- C. Take pictures of damaged parts
- D. Contact Racecomp Engineering

2. Check the contents of the package ensuring everything is received. If any of these items are missing, please contact us.

- A. x2 Racecomp Engineering SS2 front struts w/ top mounts
- B. x2 Racecomp Engineering SS2 rear shocks w/ top mounts
- C. x1 Spanner Wrench
- D. x1 Allen key (2mm)



Racecomp Engineering products are produced and assembled with the highest quality ensuring an easy install. However, sometimes complications arise during installation. In that case, please contact Racecomp Engineering.

IMPORTANT NOTES:

1. We recommend the use of a vehicle hoist or lift when installing the suspension. If a lift is not available and jacking equipment is used, make sure that the vehicle is secured with jack stands to ensure safety.
2. The suspension components may only be installed by a trained and certified technician using proper tools.
3. Never use impact wrenches or guns to install or remove shock absorber piston hardware. A strap wrench is highly recommended to secure shock shaft.
4. It is imperative that you do not damage the piston rod surface, through the use of pliers, etc. as the smallest damage will result in seal damage and **will not be covered under warranty.**
5. Never disassemble or cut open shock absorbers and/or shock absorber inserts. They contain oil under pressure. Danger of explosion.
6. Ensure that the set screw on each spring collar is tightened to prevent movement of the spring perch after install. Do NOT over tighten set screws on spring perches. **Maximum torque is 0.74 - 1.47 ft-lbs**
7. After assembly and installation is complete, the vehicle should be rolled onto level ground. Once on level ground, measure the vehicle height and adjust to your specifications, within the lowering range specified earlier.
8. Examine the clearance between the tires and the suspension over the full range of motion of the wheel. **The minimum clearance between the suspension and the tire is 5mm.**
9. **DO NOT use an aftermarket camber bolt on the UPPER slotted upper strut hole. IF additional camber is needed, an OEM crash bolt is recommend. An aftermarket camber bolt may be used for the LOWER bolt.**
10. Have the car aligned to ensure camber and toe are corrected.
(caster if available)

Rebound Adjustment



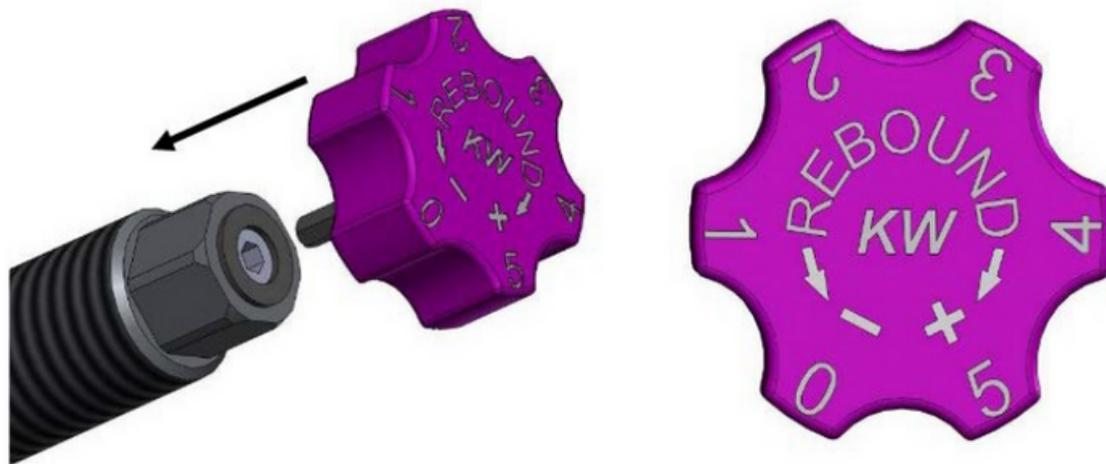
**Never apply force to the adjusting mechanism of the shock absorber.
As soon as you reach the end of the adjustment range, you will
recognize a certain resistance.
STOP turning to avoid damage to the bottom valve.**

Rebound controls how the damper extends back over bumps and during body roll. Adding rebound reduces excessive movement of the chassis and improves stability.

Too much rebound can reduce overall grip in cornering, transitions, and traction coming out of slow speed corners.

The adjustment knob included with the kit must be inserted in the top of the piston rod. A 2mm allen wrench can also be used.

With clockwise rotation of the adjustment wheel the rebound damping will become harder. With anti-clockwise rotation the rebound damping will become softer. The click directions are labeled with "+" (harder) and "-" (softer) on the adjustment wheel



Front Camber Adjustment

1) Slotted clevis tab on top

The clevis tabs are slotted and this allows for more front camber by pushing in the top of the wheel when doing an alignment

DO NOT use an aftermarket camber bolt on the UPPER slotted upper strut hole. IF additional camber is needed, an OEM crash bolt is recommend. An aftermarket camber bolt may be used for the LOWER bolt.



Both top and bottom strut bolts must be loosened to adjust camber

2) Camber plates

To adjust front camber, loosen the 4 Torx bolts on the top of the plate and slide the bearing carrier to achieve desired specs.



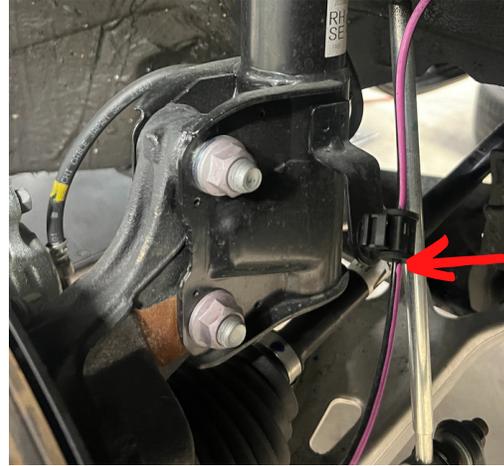
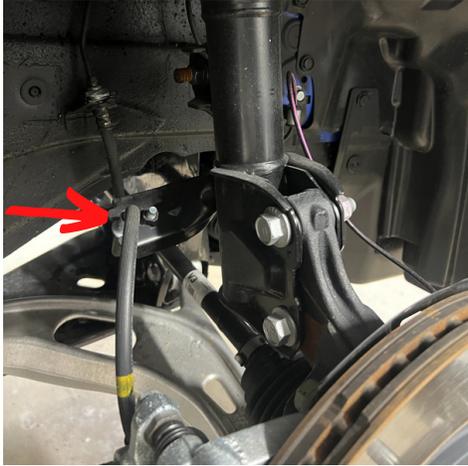
Torque Spec
Torx Bolt: 17 ft-lbs

NOTE: Always begin adjustments on camber plates first. Fine adjustments can be made with the eccentric bolt on the clevis tab during alignment.

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Installation Instructions for Front struts

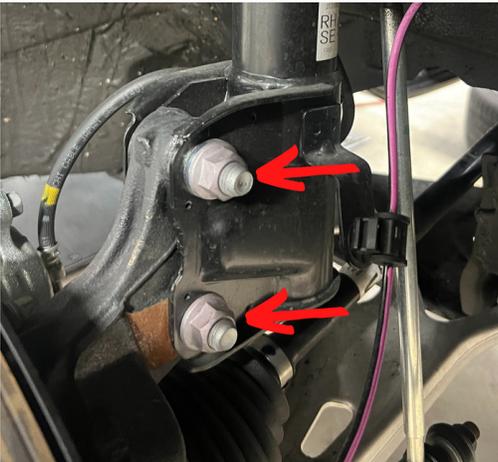
1. Jack up vehicle, place on jack stands, and remove wheels.
2. Remove brake line and ABS wire from front strut



3. Remove the 17mm nut/bolt attaching the sway bar to the strut.



4. Remove two lower 19mm clevis nuts/bolts.



5. While having the strut supported or held in place, carefully remove three upper 12mm nuts that fasten strut top mounts to chassis.



6. Once all three 12mm top nuts are removed, ensure the abs and brake line are out of the way and remove the strut from the car.

7. Install assembled Super Street 2 coilovers by guiding the shock up ensuring the camber plate is situated correctly (see below). Secure the three bolts on the top mount to the car. Carefully guide the bottom of the strut to the hub. Re install endlink and insert the two 19mm bolts.

****Top clevis tab is slotted; bolt can only go in one direction****



8. Re install brake line, ABS wire. Torque all bolts to spec.

Top Nut: 40.6 ft-lbs

Brake line: 24.3 ft-lbs

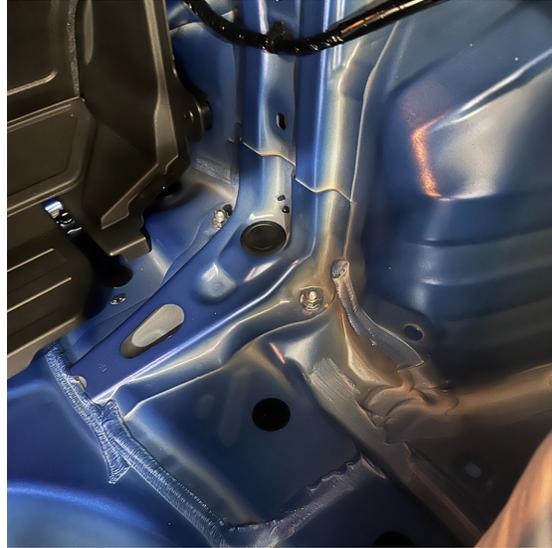
Sway bar : 44.3 ft-lbs

Top mount to chassis nuts: 23.6 ft-lbs

Lower clevis bolts/nuts: 114.3 ft-lbs

Installation Instructions for Rear shocks

1. Remove trunk mat and plastic side covers to expose the tops of rear shocks.



2. Remove the nut/bolt that attaches the shock(17mm) and sway bar endlink(14mm).



3. Remove two upper nuts that fasten top mounts to chassis. (14mm)



4. Push down on swing arm and remove shock



NOTE:

If there is still too much tension to remove the shock, remove the 17mm nut/bolt that connects the swing arm to rear hub

Rear lower arm to hub: 59 ft-lb

5. Install new SS2 coilovers by guiding bottom of the shock back into the control arm. **DO NOT insert lower bolt through the shock and control arm yet.**

6. Push the shock upward and secure the rear top mount with the provided nuts.



7. Reinstall the bolts for the sway bar endlink and rear shock and torque all bolts to spec.

8. Install and torque wheels. Roll the car on level ground and check ride height. Adjust if needed

9. Have the vehicle aligned to ensure measurements are within sepc



Top mount to car: 22.4 ft-lb
Shock to LCA: 63 ft-lb
Swaybar endlink to LCA: 28 ft-lb
Wheels: 88.5 ft-lb