

Instructions for Mounting Primitive™ Subaru Lift Spacers

- a) Lift the Car and place on jack stands, Remove the wheels and the struts.

Press out the studs in the strut tops. This can be achieved in several ways: press, vise or with a hammer all methods should be done with care to prevent distorting the area around where the factory stud is pressed through the strut top.

**I use a small piece of steel tube that just fits over the "head" of the stud, a 14mm socket for the 8mmx1.25 studs or 16mm socket for the larger 10mmx1.25 studs used on the 2000+ Outbacks, 2008+ Imprezas and 2009+ Foresters.

**Partially threading a nut onto stud will protect the threads and allow the studs to be re-installed if the car is ever to put back to stock ride height.

- b) With the factory studs removed, place the strut top spacers on the strut tops with the nuts in the spacer facing up, thread the bolts up through the hole in the strut top and into the nuts in the spacer, tighten the bolts in a sequence as to seat the spacer equally on all sides. Tighten all bolts until snug. Everything is ready to go back together.
- c) Install the strut tops to the struts/springs, and install in the car. **Do not re-use the factory top nuts.** Use only the new flanged nuts provided and torque all hardware to factory spec. Don't forget to torque the wheels.
- d) We recommend scheduling an alignment after changing the ride height of your vehicle because it can cause changes to the camber and toe settings which will cause accelerated tire wear and undesirable handling characteristics.

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Example of a stud pressed out. **Do not re-use old top nuts,** use new flange nuts provided