

PRIMITIVE RACING – RTAS

Installation instructions: Subaru Rear Trailing Arm spacer kit

Congratulations on purchasing your new Primitive Racing Rear Trailing Arm Spacers. These are made for cars with substantial lift (1.8" - 2.8") Their intended purpose is to help return suspension geometry to near stock so you can experience satisfactory handling and tire wear characteristics.

PLEASE BE SAFE! Make sure your car is securely raised on jack-stands and just to be sure, give it good shake. Remember you'll be under your car...



TOOLS Needed:

Sockets: 14mm, 17mm, 19mm ½" drive preferably; some extenders, matching ratchet and torque wrench!

Floor jack and 1½ ton jack stands minimum, performing installation on a LIFT is recommended.

1) Work one side at a time. Remove the single, long bolt (17mm head) securing the rear of the trailing arm to the spindle. Then remove the 3 (17mm head) bolts holding the front of the Trailing Arm to the underside of the car. The trailing arm will dangle by the e-brake cable.

2) Place Primitive BILLET ALUMINUM RTAS in position over the 3 holes (do not install up-side down) and offer up the 3 new longer bolts through the trailing arm, then the spacer, up into floor. Start bolts CAREFULLY, tighten in sequence BY HAND, to insure that they do not cross thread. DO NOT USE an impact gun until they are well started. Tighten one a little then move to another and repeat.

3) Before fully tightening the 3 bolts, re-install the single long bolt at the other end of the Trailing Arm and start the nut. REPEAT for other side of the car.

4) Carefully tighten up all bolts and torque using a TORQUE WRENCH. It is OK to use blue Loc-Tite.

✓ M10 Bolts = 45ft lbs. (14mm heads) M14 Bolts = 90ft lbs. (19mm head)

❖ While this kit will help to bring your suspension back to near factory suspension geometry a 4-wheel alignment is necessary for best results. Each lift is different, as always call or e-mail us with any questions or concerns:

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