

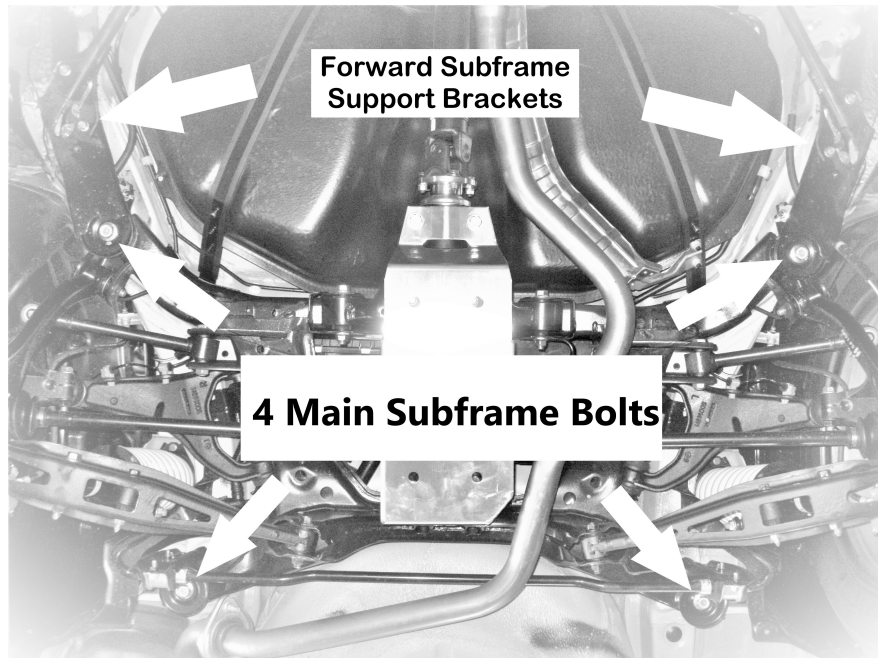
# PRIMITIVE RACING

Installation instructions: Subaru multi-link rear suspension sub-frame spacers:

15+ Outback/OBXT & 14-18 Forester XT

The Primitive Racing Subaru multi-link rear sub-frame spacer kit (PRSS) can be installed at any point during the lift kit installation, though it will be easier to install your rear struts if you install the PRSS first. This kit will also pair with other manufacturers lift kits that did not come with a PRSS. These spacers are made to work in conjunction with lift springs and lift kits that raise your vehicle from 1"-2" over stock ride height. While they will add a minimal amount of lift to your existing or combined system their intended purpose is to 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...



**15-19 Outback PRSS Kit**



**14-18 FXT 2020+ OB PRSS Kit**

## TOOLS Needed:

Sockets: 3/8" drive - 12mm, 14mm and 17mm. 1/2" drive 19mm

Matching ratchet and torque wrench, a flat blade screwdriver (for the plastic clips)

Floor jack and 2 ton jack stands minimum.

\*\*\*Steps 1 and 2 for 14-18 Forester XT only Proceed to step 3 for all other vehicles \*\*\*

- 1) Remove the rear plastic undercarriage pieces (only found on 14-18 Forester XT)
- 2) Loosen the 2 on each side 12mm headed bolts from the bracket going from the body back to the forward subframe support brackets then remove the 2 on each side 12mm headed bolts going into the forward sub-frame support brackets. Remove the 2 front bolts from each of the forward sub-frame support brackets, four 14mm headed bolts in total.
- 3) Remove the 2 front bolts from each of the forward sub-frame support brackets, four 14mm headed bolts in total.
- 4) Remove the 2 or 4 (15-19 Outback x4, 14-18 Forester XT, 2019+ Forester x2 & 2020+ OB/XT x2) 14mm headed bolts in the additional rear subframe brace.
- 5) One at a time remove each of the 4 main sub-frame bolts

*\*\*you may also need to loosen all 4 of the bolts to where they are just barely threaded in, testing on just one of the bolts to ensure that the subframe won't fall. This will ensure the bolts don't bind in the subframe bushings and will help keep the threads lined up\*\**

and replace with the supplied longer 19mm headed bolts threading them in as far as they'll go, these do not need to be at all tightened for this step, just snug.

- 6) loosen the 4 main sub-frame bolts incrementally to prevent any binding until the sub-frame is low enough to allow the supplied aluminum spacers to fit in between the existing sub-frame spacers and the chassis.
  - 7) **One at a time** remove each of the 4 main sub-frame bolts and install the aluminum spacers in-between the existing sub-frame spacers and the chassis , the additional rear subframe brace and the forward sub-frame support brackets will also need to go on in their appropriate places during this step.
  - 8) Snug the 4 main bolts up, if the kit we supplied you came with 2 or 4 small diameter 1.25" long spacers and 2 or 4, 55mm (~2") long M10 bolts and washers, install the bolts through the washers, additional rear subframe braces and small diameter spacers.
  - 9) Tighten all the main bolts 8 in total, then go back and reinstall the parts loosened or removed during step 1.
- ✓ M10 Bolts = 52ft lbs. (17mm heads)
  - ✓ M14 Bolts = 107ft lbs. (19mm head)
- ❖ While this kit will bring your suspension back to near factory suspension geometry a 4wheel alignment is necessary for best results, as always call or e-mail us with any questions or concerns:

[sales@get-primitive.com](mailto:sales@get-primitive.com) 503-624-2139

Installed forward support bracket:



Installed subframe spacers:

