

PRIMITIVE RACING – Rear Shock Extensions

Installation instructions: Subaru multi-link rear suspension Shock Extensions:

Congratulations on purchasing your new Primitive Racing Subaru multi-link rear suspension Shock Extensions. These Extensions are made to work in conjunction with Primitive Racing Sub-frame Spacers and lift springs 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 allow the rear shock to have “droop travel” at your new lifted ride height giving you satisfactory handling characteristics.

*** These instructions will cover how to install the shock extensions onto the shocks, they do not cover the removal of the shock and spring assembly from the vehicle, removal of spring from the shock or installation of the springs onto the shocks, Compressing coil springs can be dangerous and should only be performed by an experienced mechanic with the correct equipment. PLEASE BE SAFE!!!***

Parts Provided

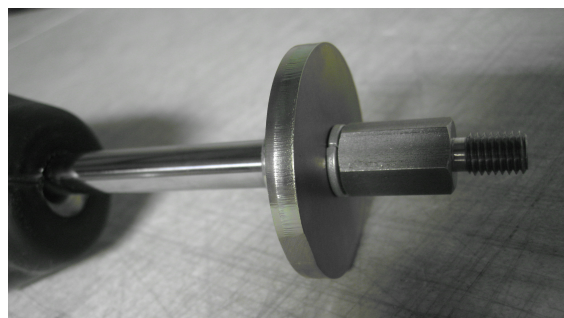
- 2 - Lock Washer
- 2 - Shock Extension
- 2 - Bump stop seat



TOOLS Needed:

- 17mm open ended wrench
- Vice Grips or Channel Lock Pliers
- 17mm Socket and an Accompanying Ratchet

- 1) With the rear shocks out of the vehicle and the springs removed, push the bump stop down off the shoulder below the threads on the top of the shock shaft.
- 2) The Bump stop seat goes on to the threaded portion of the shock first followed by the lock washer and finally the shock extension, like pictured:



- 3) Tighten the shock extension with the 17mm wrench while holding the shaft from turning with your pliers on the shock shoulder.
- 4) The bump stop can be put back on the shoulder by compressing the shock fully by hand.

- 5) You can now reassemble the spring onto the shock, reverse of how you disassembled it. **DO NOT** over tighten the top nut, use factory torque spec. **DO NOT use an impact gun** as it can damage threads and break shaft on the extension.
- 6) Installing the shock assembly into the vehicle can be more difficult because the shock is now ~1.25" longer, disconnecting the sway-bar and unbolting the brake lines from the rear hub will help greatly.

Call or e-mail if you have any questions or concerns

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