

PRIMITIVE RACING

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

2019+ Ascent

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 your car can be easily aligned and 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: 3/8" drive – 10mm, 12mm, 13mm, 14mm and 17mm. 1/2" drive 19mm and 22mm

Matching ratchet and torque wrench.

3 ton Floor jack and jack stands minimum, a lift would be preferable.

Parts included:

4 x Ascent PRSS main spacers

4 x Ascent PRSS main bolts

2 x Aluminum dual hole spacer

4 x Small diameter aluminum spacers

8 x M10-1.25 x 45mm long bolt

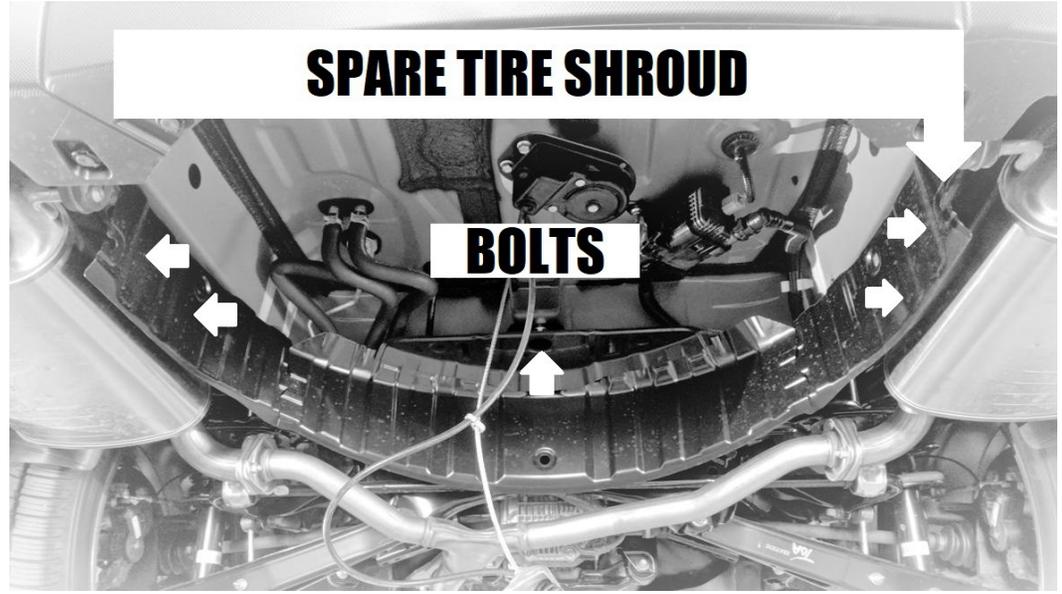
8 x 3/8" Flat washer

1 x spare tire spacer, bolt nut and washer

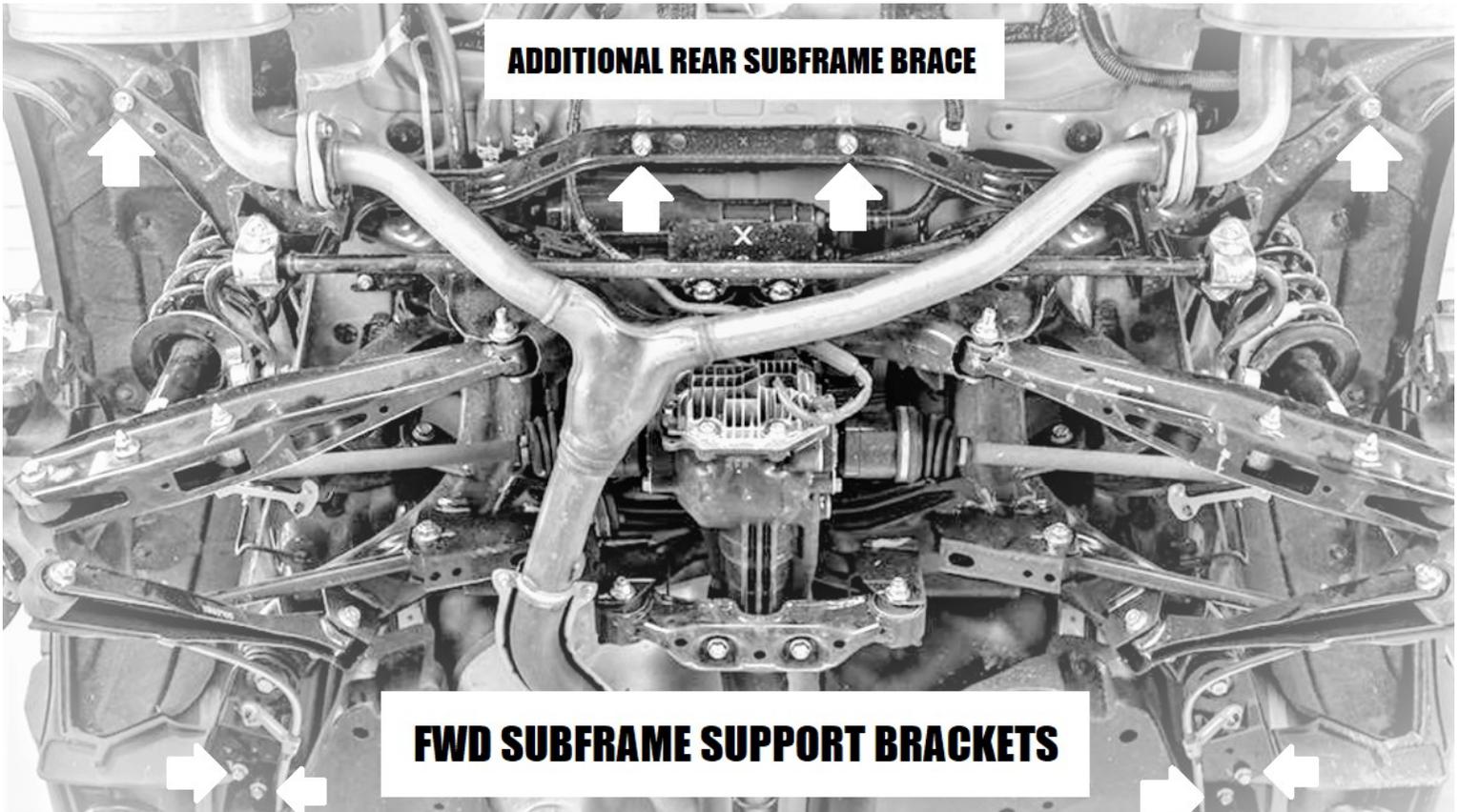


1) Lower down the spare tire and remove it from the vehicle. The tools for lowering down the spare tire will be found in the compartments in the trunk area. Full directions are found in the owners manual.

With the spare tire removed, next you'll need to remove the black metal shroud that surrounds the spare tire when it's installed. There are 5 bolts and two clips. First remove the two 10mm headed bolts on each side next to the mufflers and one 12mm headed bolt towards the front in the center (this one will be spaced down in Step 9, the other four bolts and clips will be re-used and should be saved). Once all the bolts are removed you can pull down on both sides of the shroud to overcome the clips and remove it from the car. Pay attention to how this shroud and the other exhaust shielding is oriented with each other. The silver exhaust shields that stay on the car go below the black metal spare tire shroud. Also pay attention to the two clips as they can be dislodged when removing the shroud and will greatly assist during reassembly.



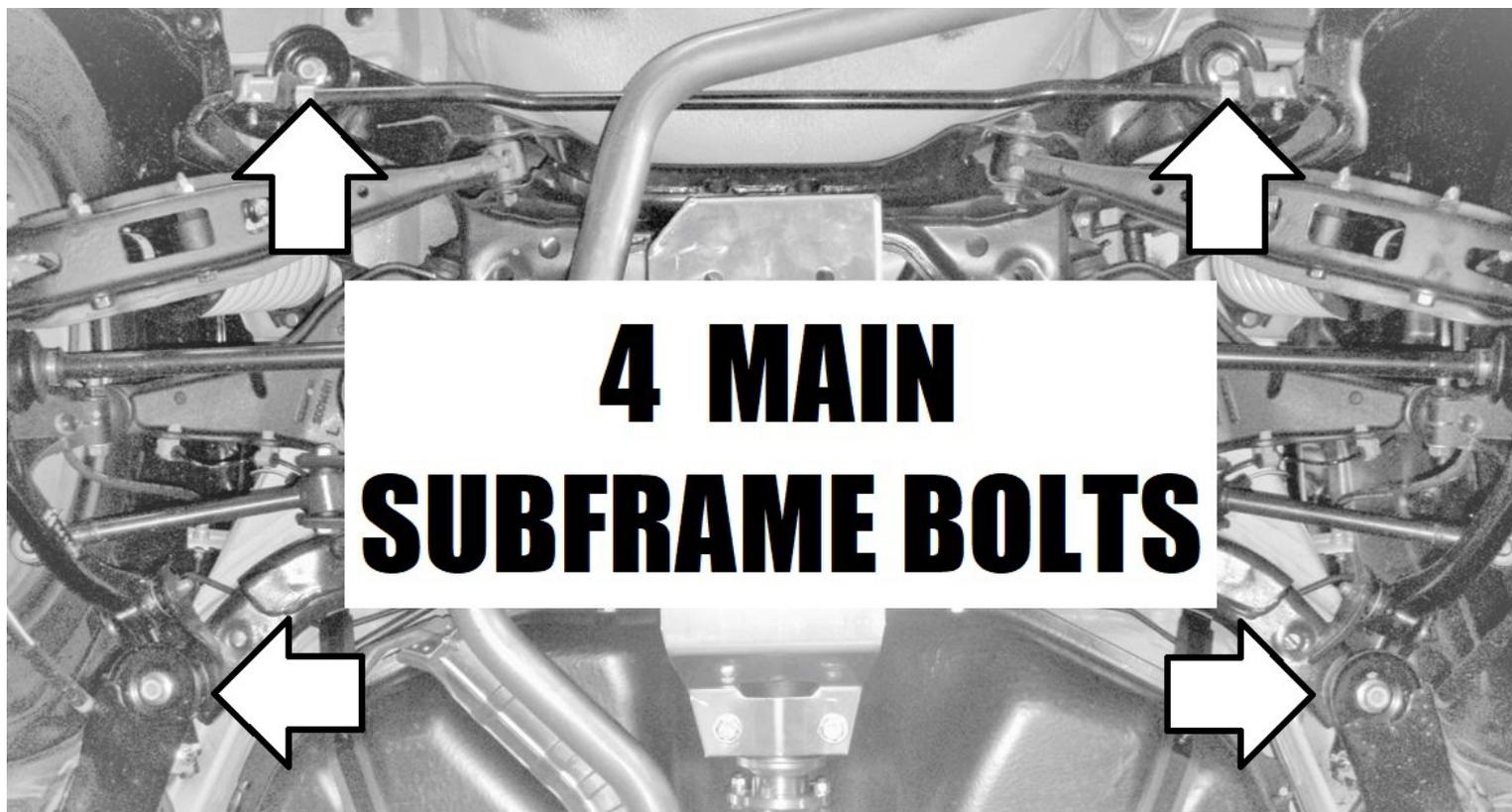
Remove the 2 front bolts from the driver and passenger side forward subframe support brackets, four 14mm headed bolts in total. Remove the four 14mm headed bolts holding on the additional rear subframe brace, two are just behind the rear tires and two are on either side but just forward of the center bolt from the spare tire shroud. All of these locations will be spaced down in Step 7 and none of these bolts will be re-used in this installation.



2) 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 threaded in a couple of turns, 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 21mm 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.



3) Loosen the 4 main subframe bolts incrementally to prevent any binding until the sub-frame is low enough to allow the supplied aluminum spacers to fit in between the sub-frame and the chassis.

4) **One at a time** remove each of the 4 main sub-frame bolts and the "stopper washer" (Picture to the right) and install the aluminum spacers in-between the sub-frame and the chassis, wider end with the lip facing down, the rear subframe brace and the forward subframe support brackets will also need to stay in their appropriate places during this step.



5) Snug the 4 main subframe bolts up, use the 2 dual hole and 4 small diameter aluminum spacers with their accompanying 8 x M10-1.25 x 45mm long bolts to space down all the locations noted in step 3.

PRSS Main Spacer Installed:



FWD Subframe support bracket "dual hole" spacer:



6) Tighten the 4 main subframe bolts and then tighten the 8 subframe support bracket bolts.

7) Reinstall the spare tire shroud parts removed during step 2, use the .75" spacer and bolt/washer supplied in the bag labeled "spare tire spacer" and install it in the front center bolt location as noted in Step 2. Once finished reinstall the spare tire and return the spare tire tools to their storage

- ✓ M10 Bolts = 52ft lbs. (17mm heads)
- ✓ M14 Bolts = 107ft lbs. (21mm head)
- ✓ M8 Bolts = 12ft lbs. (12 or 13mm heads)
- ✓ M6 Bolts = 5ft lbs. (10mm heads)



❖ 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:

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