

aFe Control 1.5" Lift Kit Subaru Crosstrek 18-23

Product Number: 416-731004-R

Installation Time: 6 HRS.



Recommended Tools:

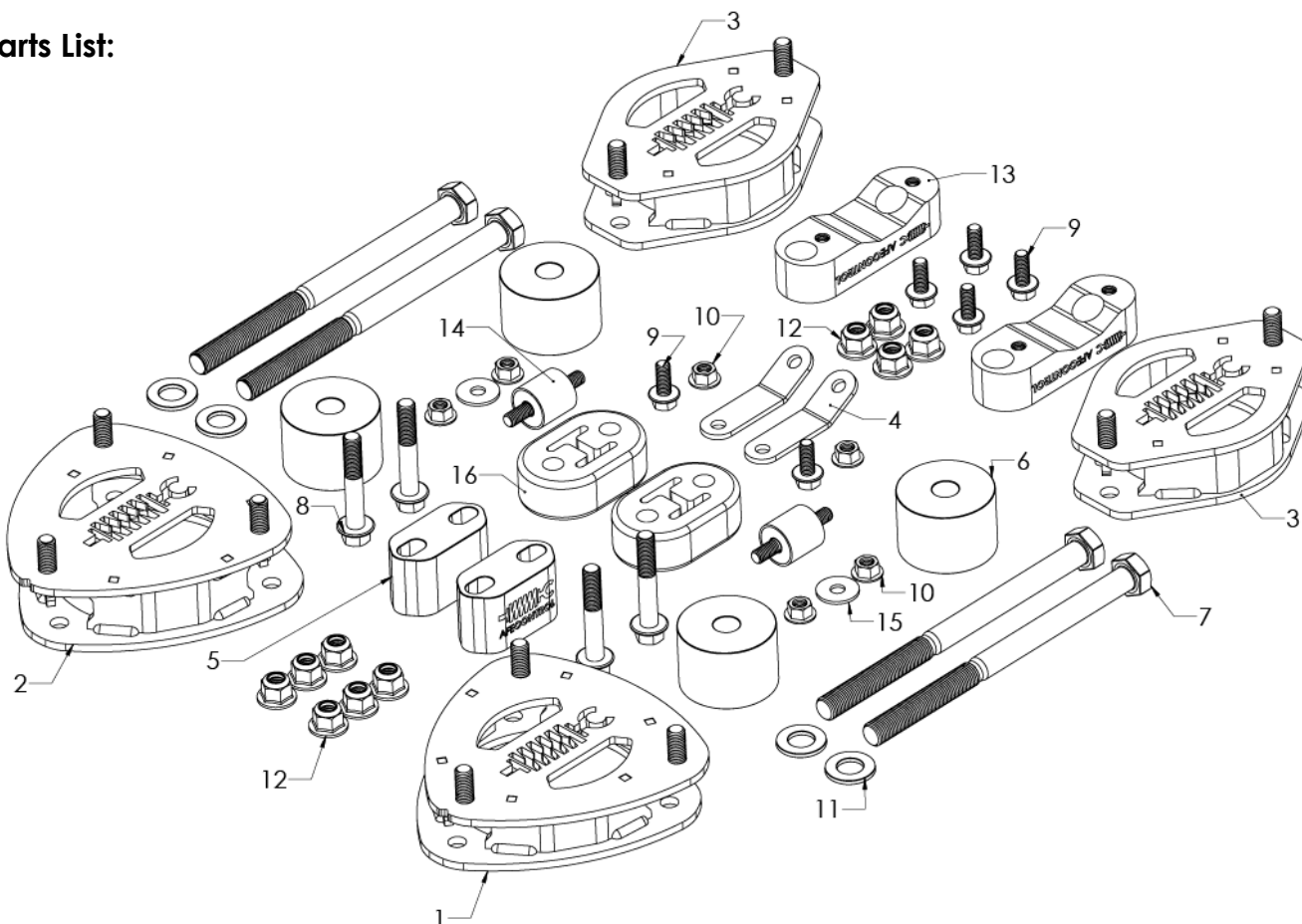
Sockets: 10-15mm, 17mm, 19mm, 22mm

Wrenches: 19mm, 6mm Allen

Preferable Equipment:

- 2-Post Lift

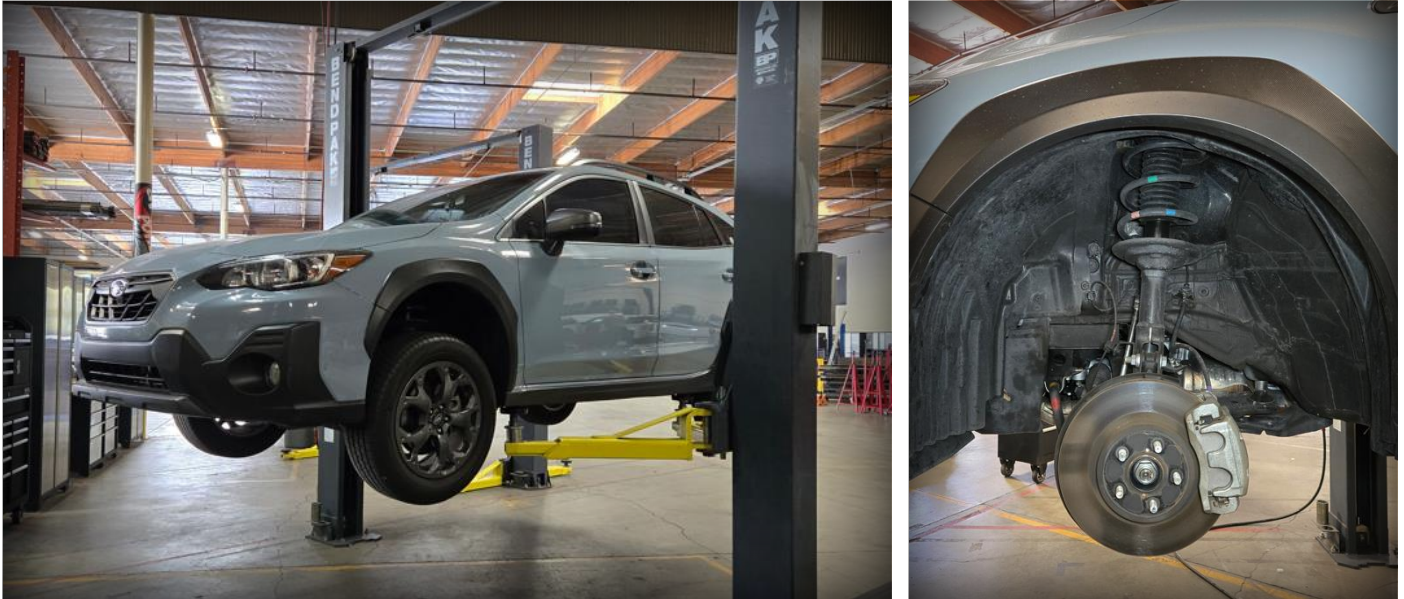
Parts List:



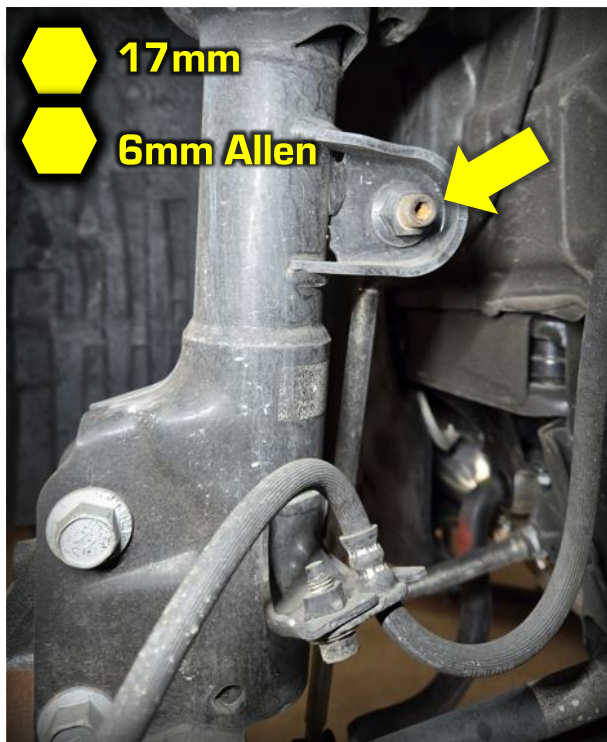
Item #	Part #	Description	Qty.
1	00P-OP2710LR	S/A Spacer, LF Strut 1.5 Subaru	1
2	00P-OP2710RR	S/A Spacer, RT Strut 1.5 Subaru	1
3	00P-OP2711-R	S/A Spacer, Rear 1.5 Subaru	2
4	00P-OP2684-B	Tab, Brake Line Extension Subaru	2
5	00P-OP2662-B	Spacer, Subframe Front, Subaru	2
6	00P-OP2663-B	Spacer, Subframe Main, Subaru	4
7	00P-OC1760-A	Bolt, M14-1.5x200mm	4
8	00P-OC1761-A	Bolt, M10-1.25x60mm Hex Flange	4
9	00P-OC1762-A	Bolt, M8-1.25x20mm Hex Flange	6
10	00P-OC1763-A	Nut, M8-1.25 Flange Nylock	6
11	00P-OC1232-A	Washer, Flat: M14, Zn Plt	4
12	81052	Nut, M10-1.5, Flanged Nylock, Class 10	10
13	00P-OP2687-B	Spacer, S/B Rear Subaru	2
14	00P-OC1777-A	Isolation Mount, M8x1x1	2
15	54007-050	Washer, 8.4Mm ldx24Mm Odx2.0 T	2
16	00P-OC1779-B	Mount, Rubber Hanger: 1/2" x 1.7"	2

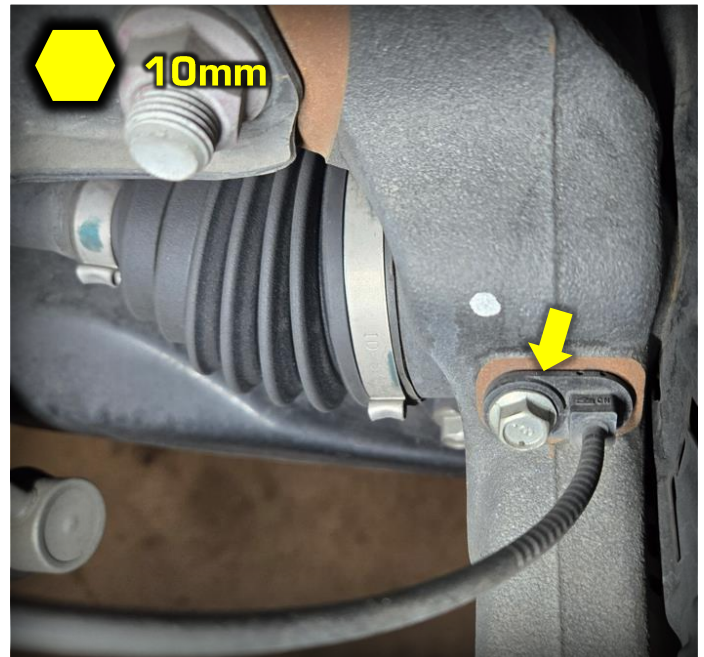
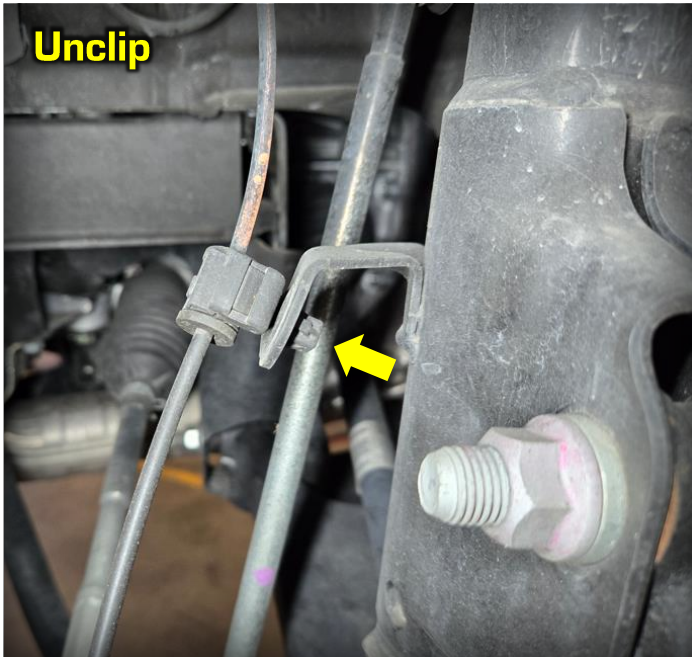
Front Lift Installation:

- 1F Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points. Remove front wheels.

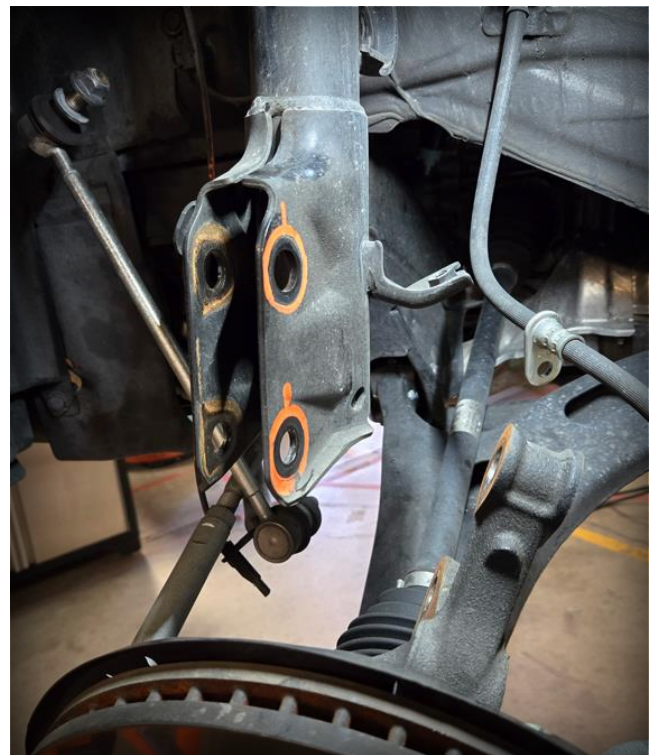
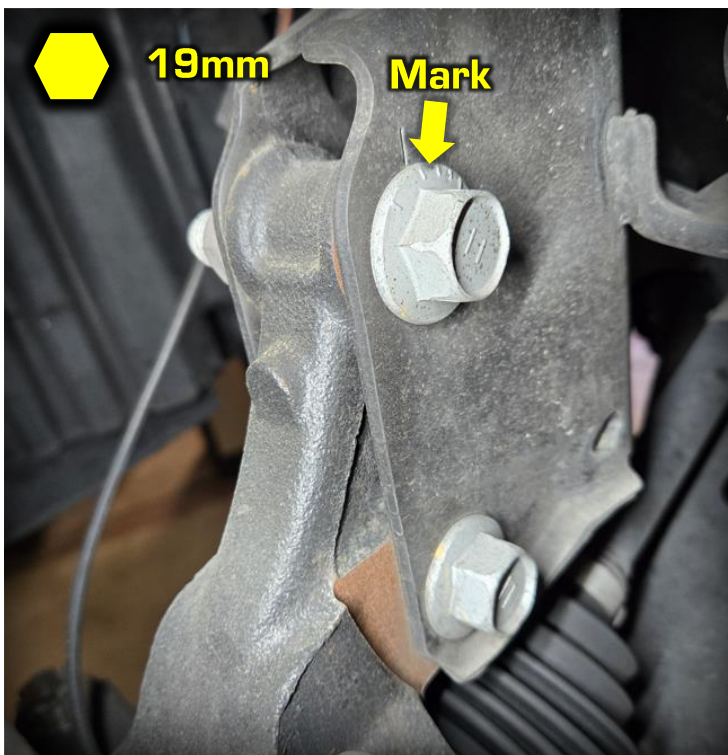


- 2F Unbolt the sway bar end link and brake line from strut. Unclip ABS line clip from strut and unbolt the sensor from the upright. (LF side shown)

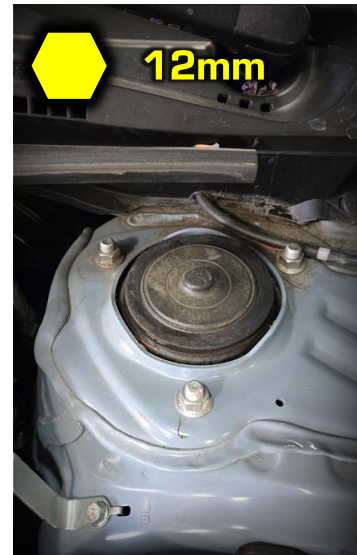




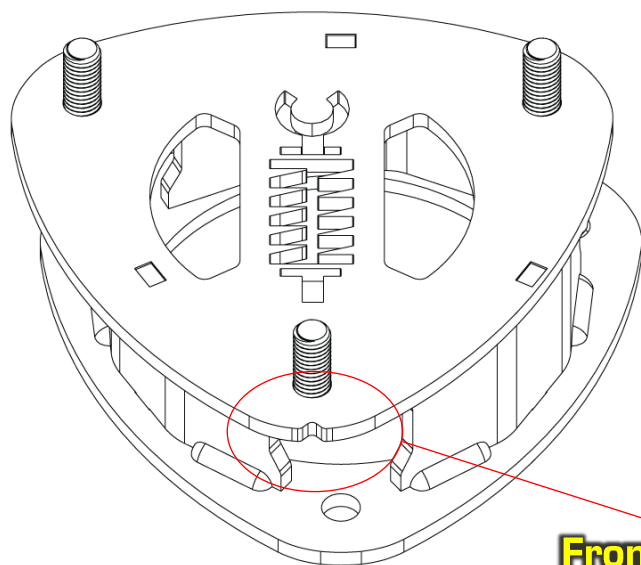
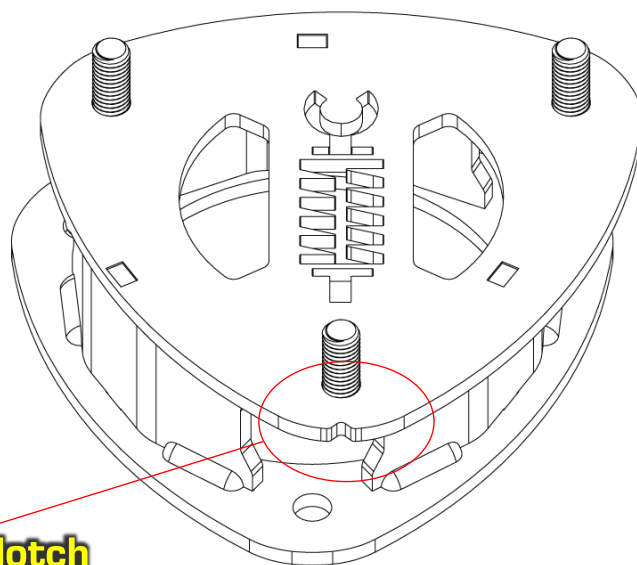
- 3F Mark the top strut bolt for alignment purposes. Unbolt the (2) bolts and nuts holding the strut to the upright.



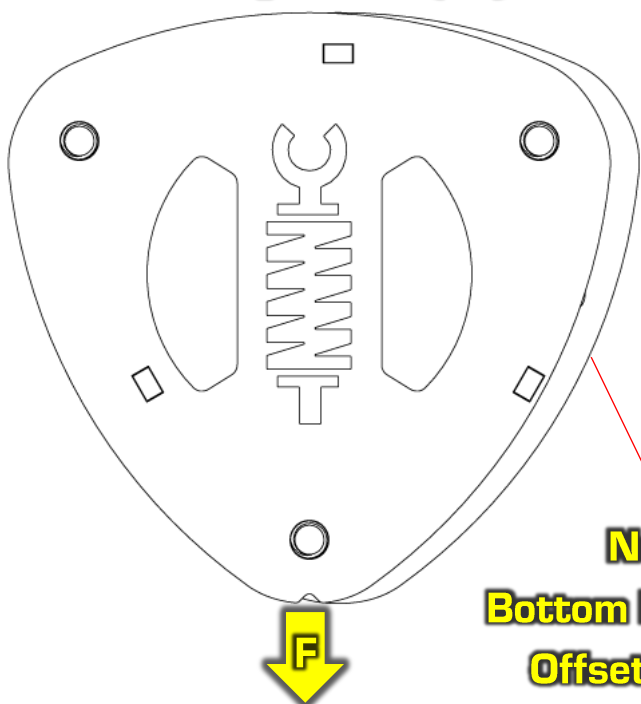
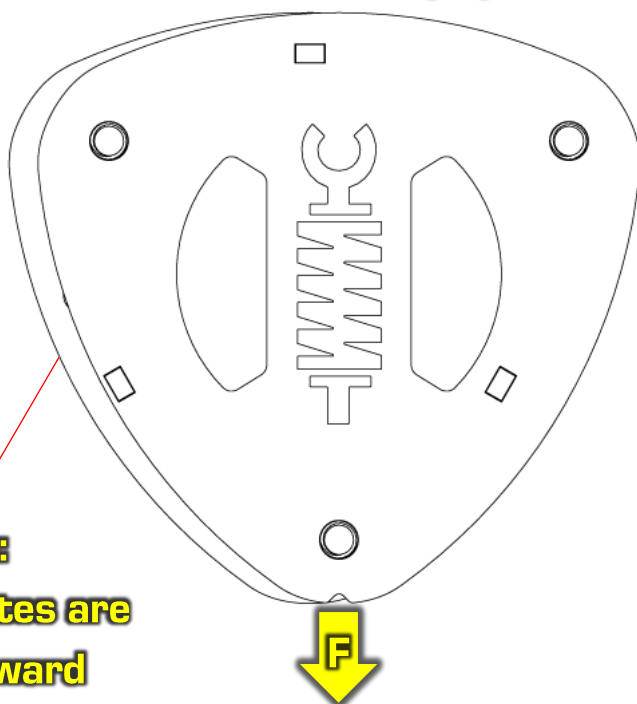
- 4F Open the hood and undo the (3) strut tower nuts and remove the strut from the vehicle.



- 5F Refer to the diagram below to determine which strut spacer you need to use on the side you are working on. The notch on top plate indicates points toward FRONT of the car.

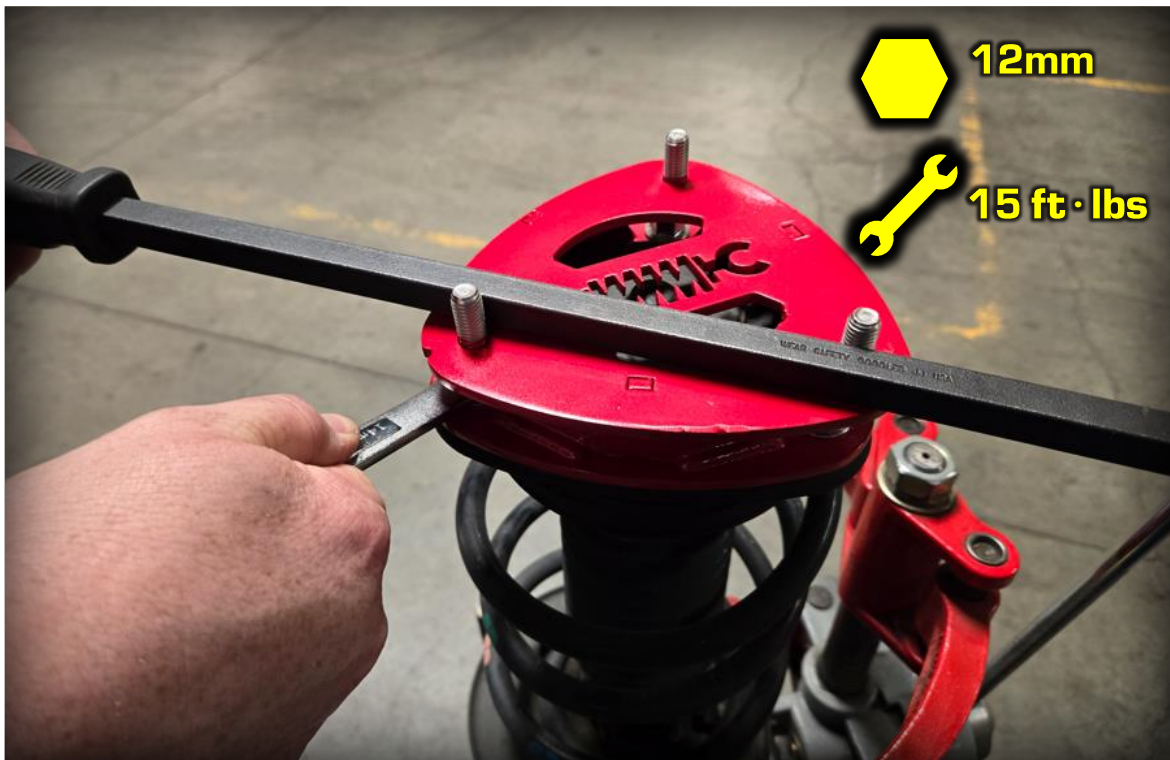
Passenger Side (RT)**Driver Side (LF)**

**Front Notch
Points Toward the
Front**

Passenger Side (RT)**Driver Side (LF)**

**Note:
Bottom Plates are
Offset Inward**

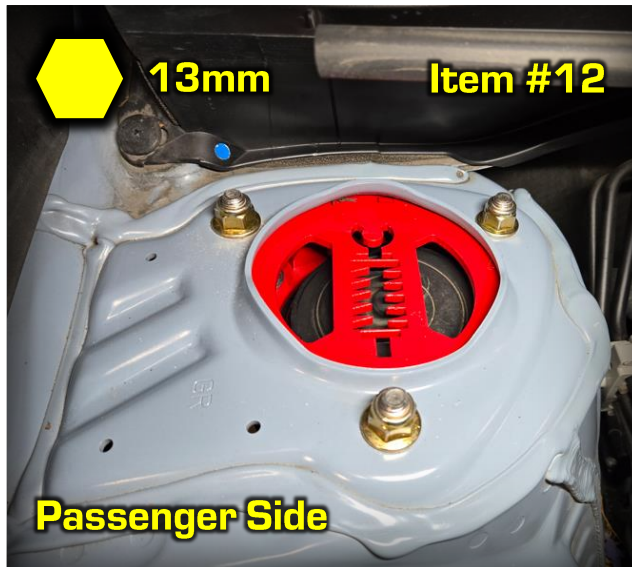
- 6F Place the aFe strut spacer on top of the strut top and tighten them together using the factory nuts. Tip: Use a long pry bar as shown for leverage.



- 7F Reinstall the strut assembly back into the vehicle in reverse order.



Make sure to use the supplied aFe flange nuts for the top mounts.



8F Repeat steps 1-4 in reverse order.



Reattach:

1-Large Strut Bolts: 116 ft·lbs

2-Sway Bar End Link: 44 ft·lbs

3-Brake Line Tab: 22 ft·lbs

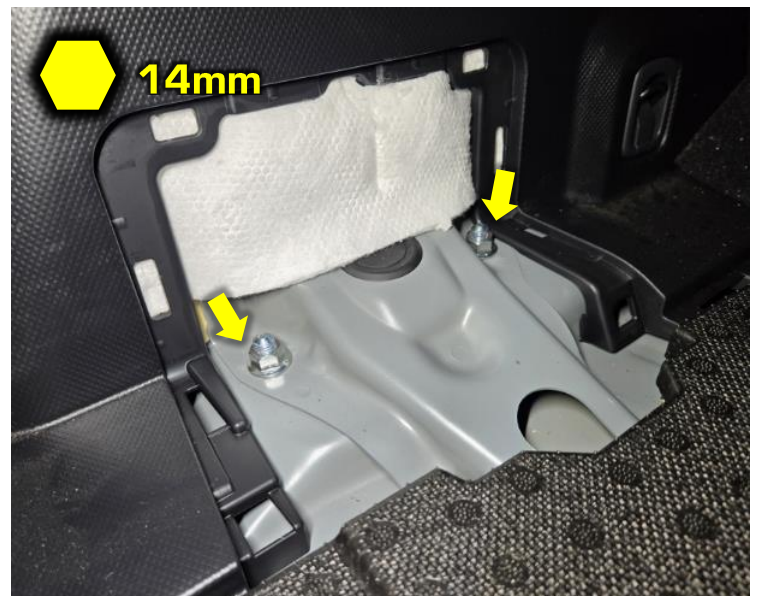
4-ABS Sensor: 14 ft·lbs

Rear Lift Installation:

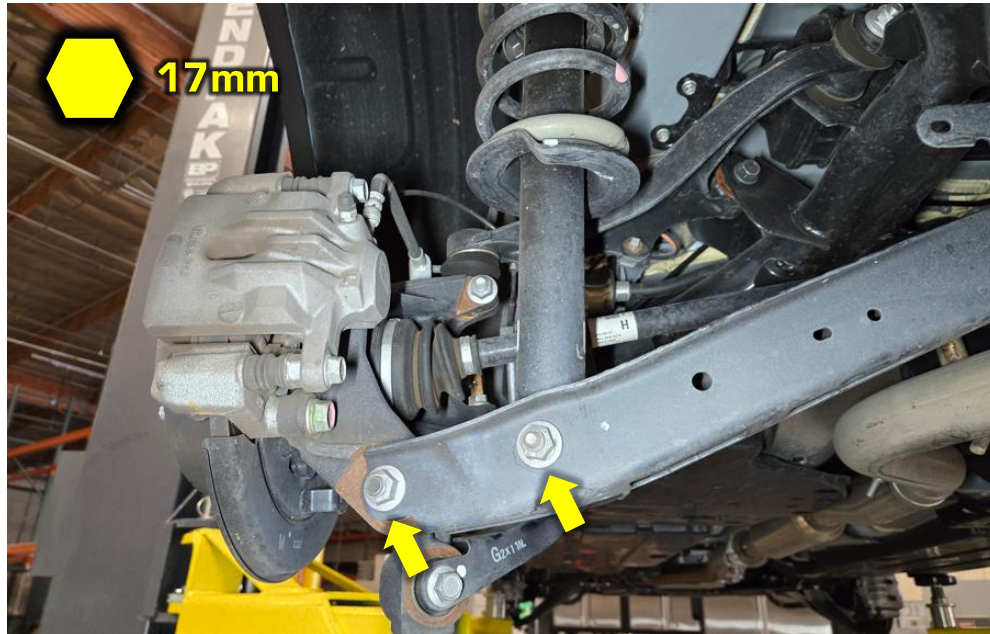
- 1R First step is to remove the rear shock assembly, so before we raise the vehicle, open the hatch and remove the trunk mat to fully expose the shock access panels.



Remove the panels by pulling them off. Unbolt the upper shock bolts.



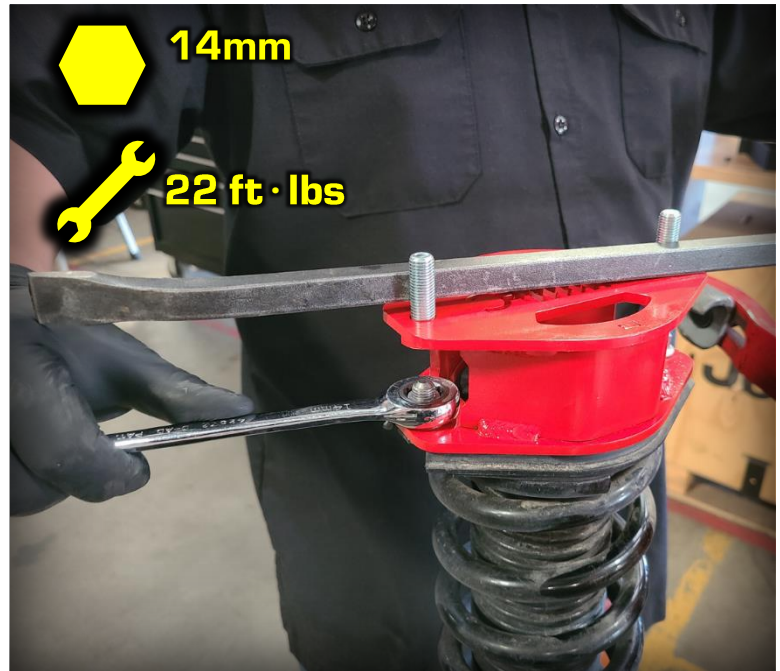
- 2R Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points. Remove the rear wheels.
- 3R We will be removing the rear shock assembly by unbolting the lower shock mount and the outboard lower control arm bolt.



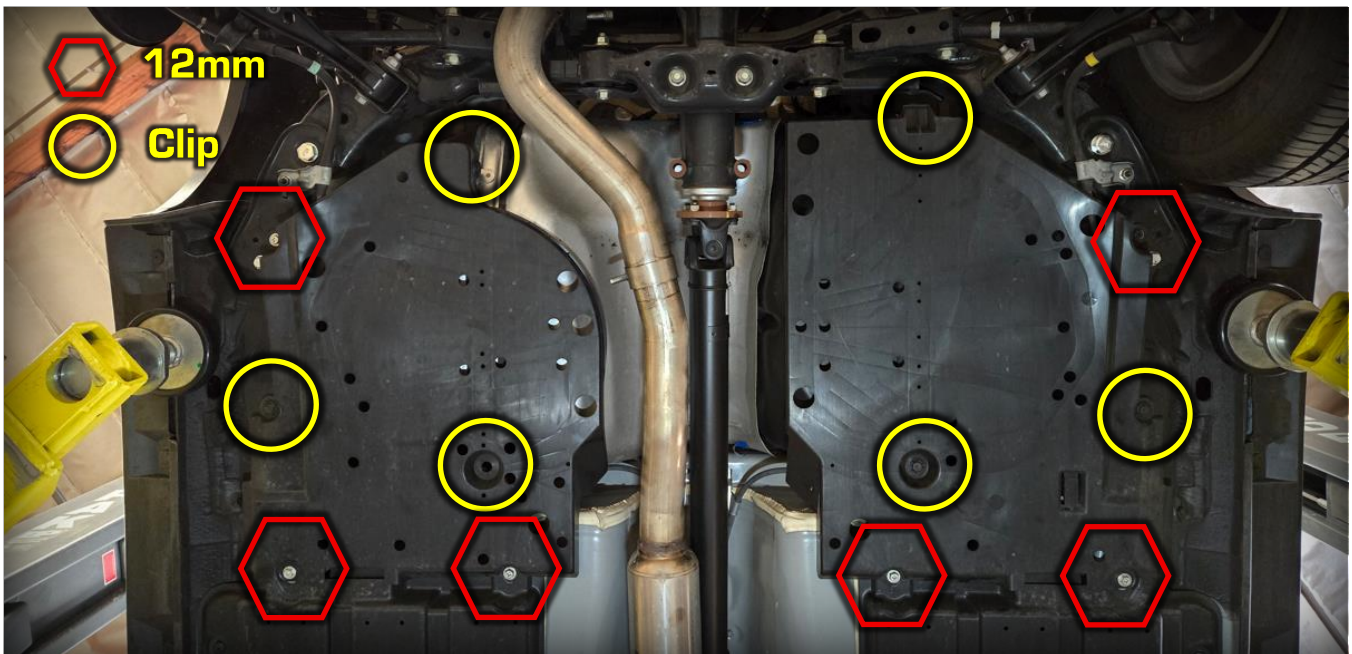
Remove the shock assembly from the vehicle.



- 4R Place the aFe shock spacer on top of the shock assembly. Rotational orientation of the spacer does not matter. Use the factory shock nuts to secure the spacer to the shock assembly.



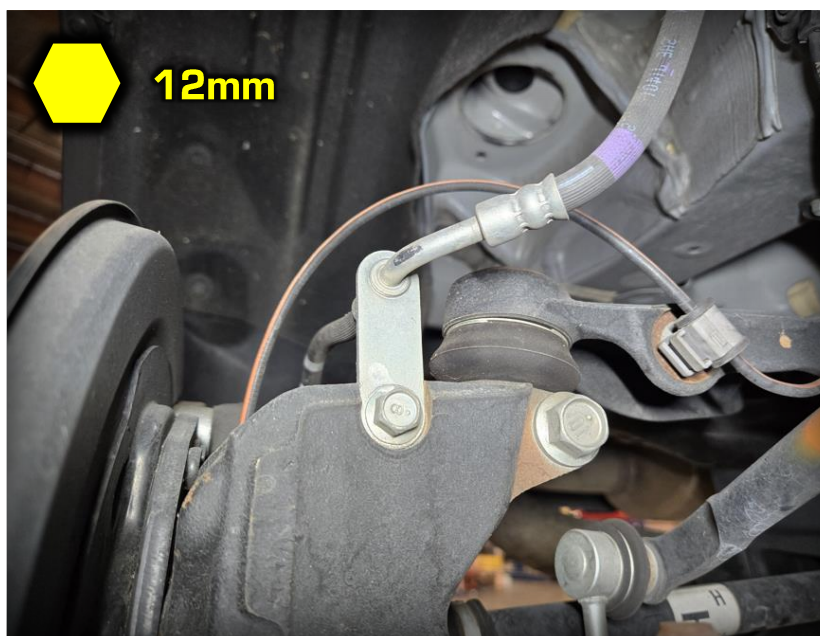
- 5R Before we reinstall the shock assembly back into the car, we will need to address the subframe drop. First remove the under panels by unfastening a series of bolt and clips.

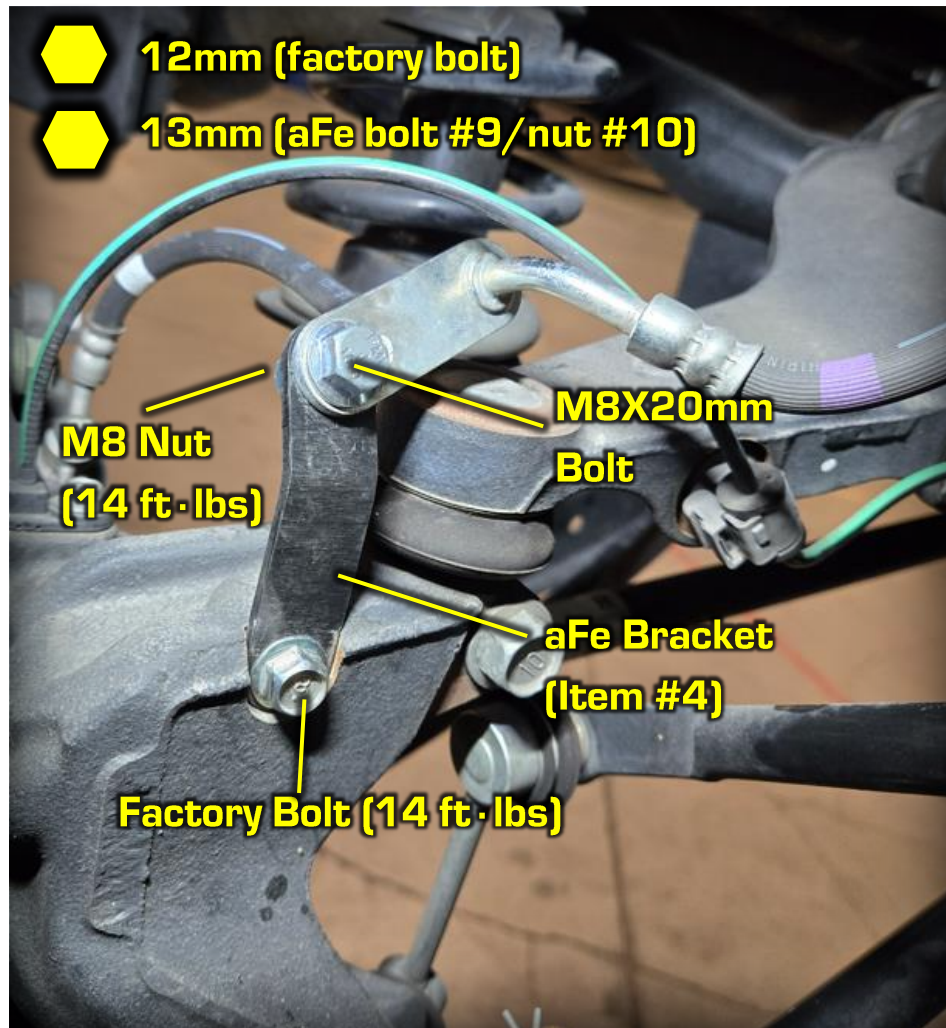


There is an air flap in front of each wheel. Undo the popclip that attaches to the subframe bracket.

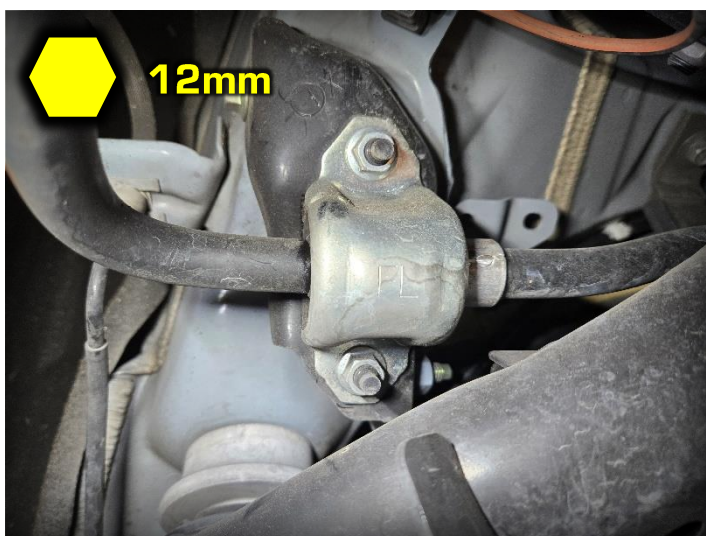


- 6R Next, we will add an extension tab to give the brake line slack for the subframe drop. Unbolt the brake line tab from the upright and add the aFe extension bracket. Make sure to angle the factory bracket line bracket inward to avoid hitting the wheels.

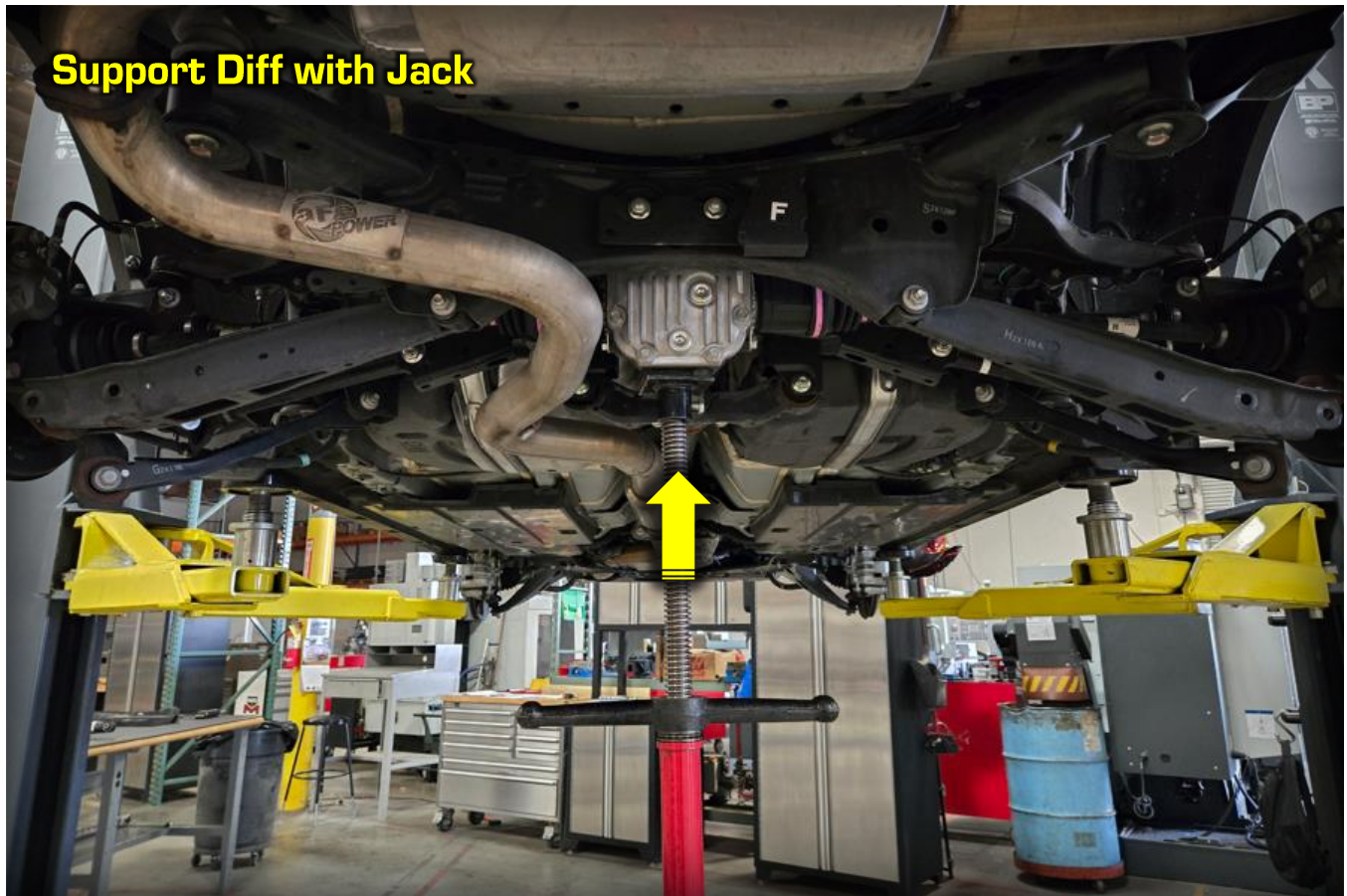




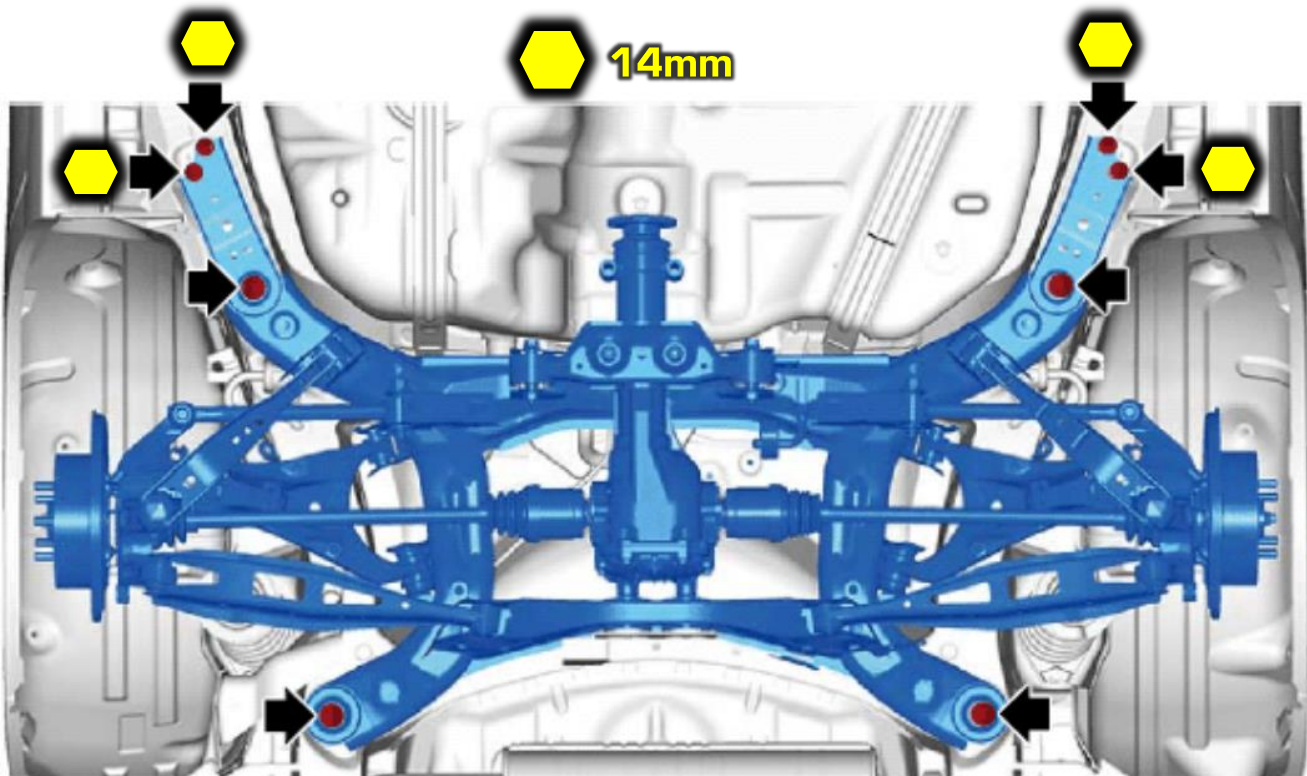
7R Disconnect the rear sway bar bracket from the unibody. Set the brackets aside for now.



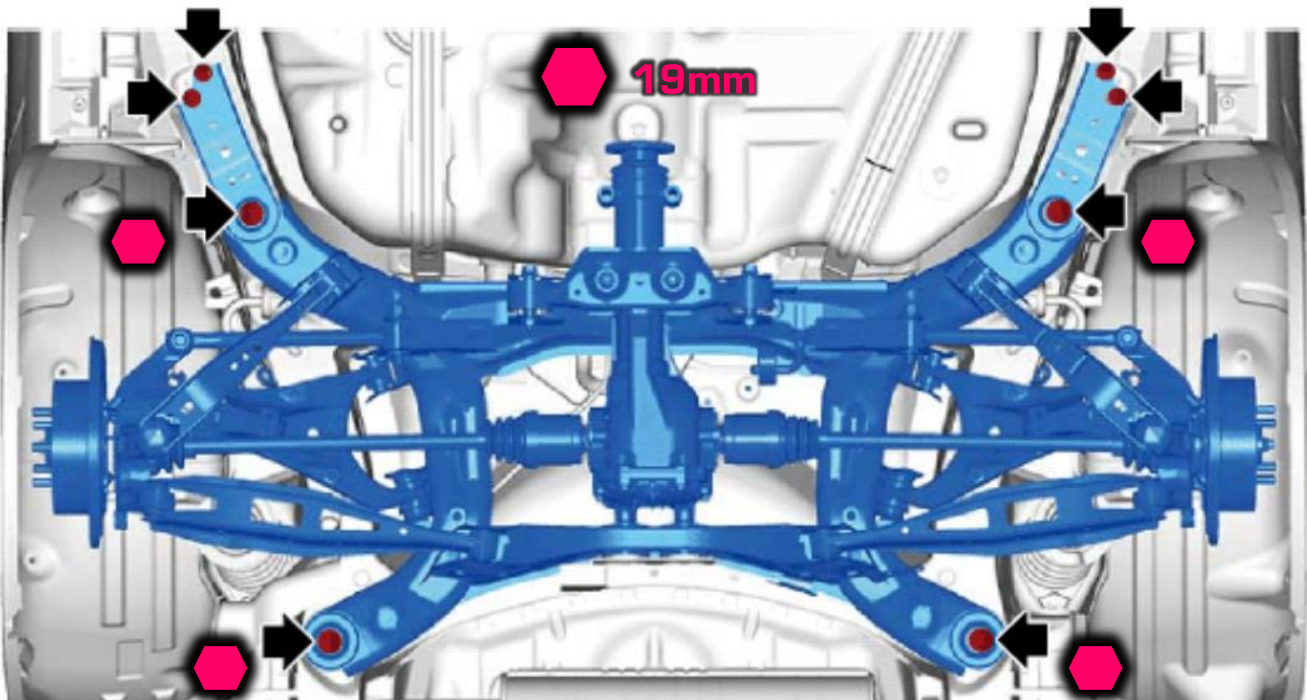
8R Use a jack to support the rear differential.



9R Unbolt (4) smaller front subframe bracket bolts.

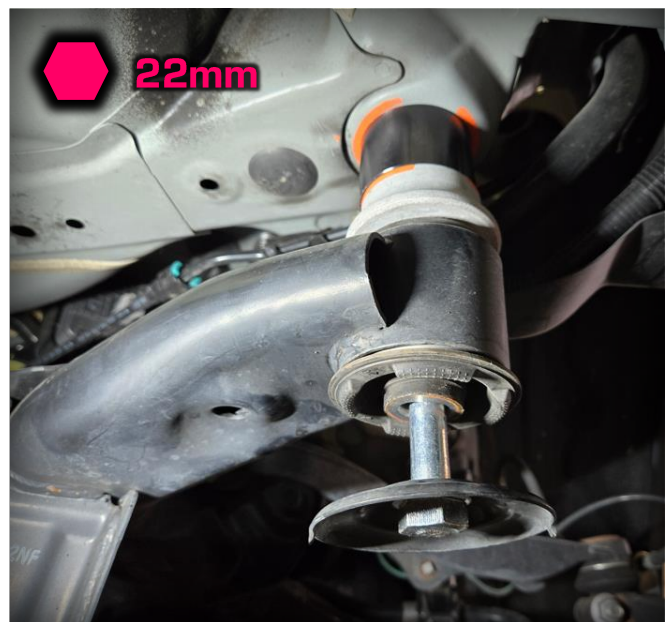
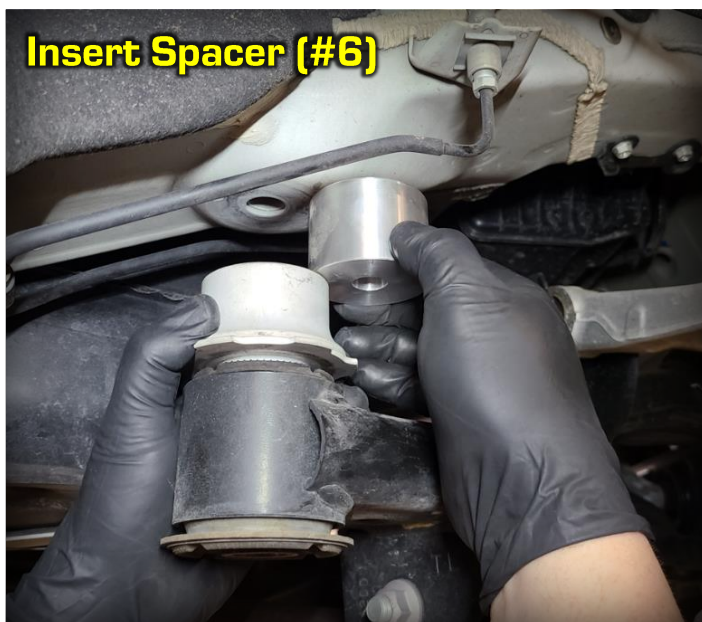


10R We will now replace the (4) large main subframe bolts one at a time with the aFe bolts. Thread each aFe bolt about 5 threads in. When you get to the last bolt, lower the jack slowly and allow the weight of the subframe to rest on the longer aFe bolts. This should give enough space to begin inserting the subframe spacers.



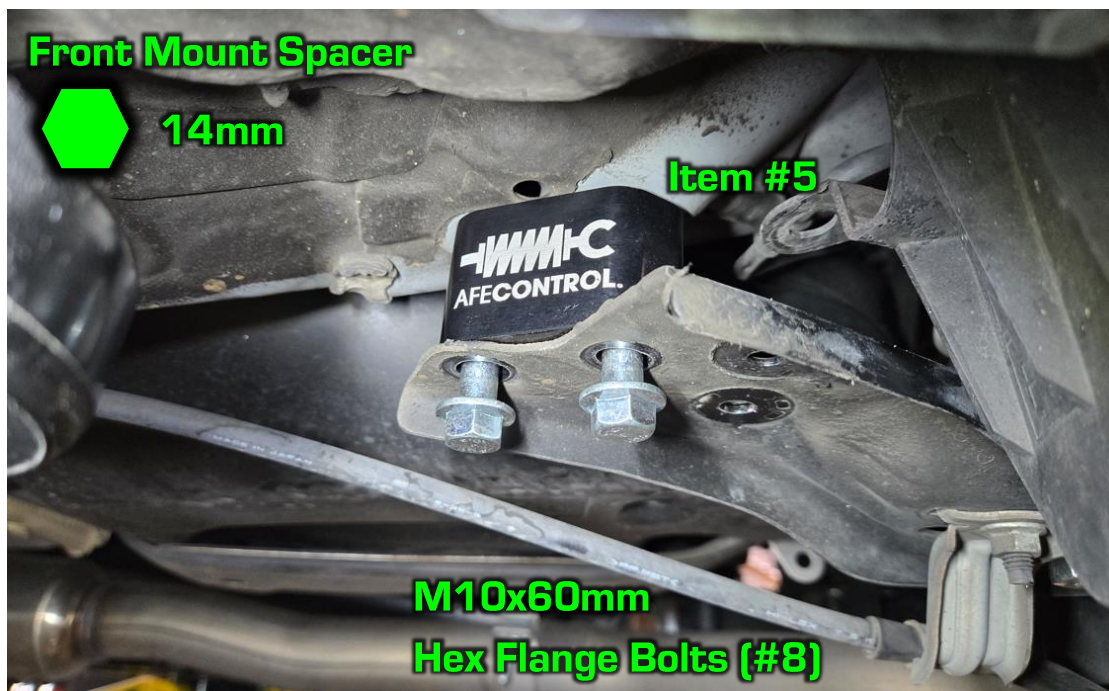


Now work your way to each subframe bolt. When replacing the last bolt, lower the jack and let the subframe drop approximately 1.5". Next, unthread each aFe bolt, insert the spacer, and then reinstall the aFe bolt. Make sure you are using the provided washer. This process allows you to keep the subframe constantly aligned while you replace all the bolts and add the spacers.



At this point, keep the bolts fairly loose to allow the front spacers to be installed.

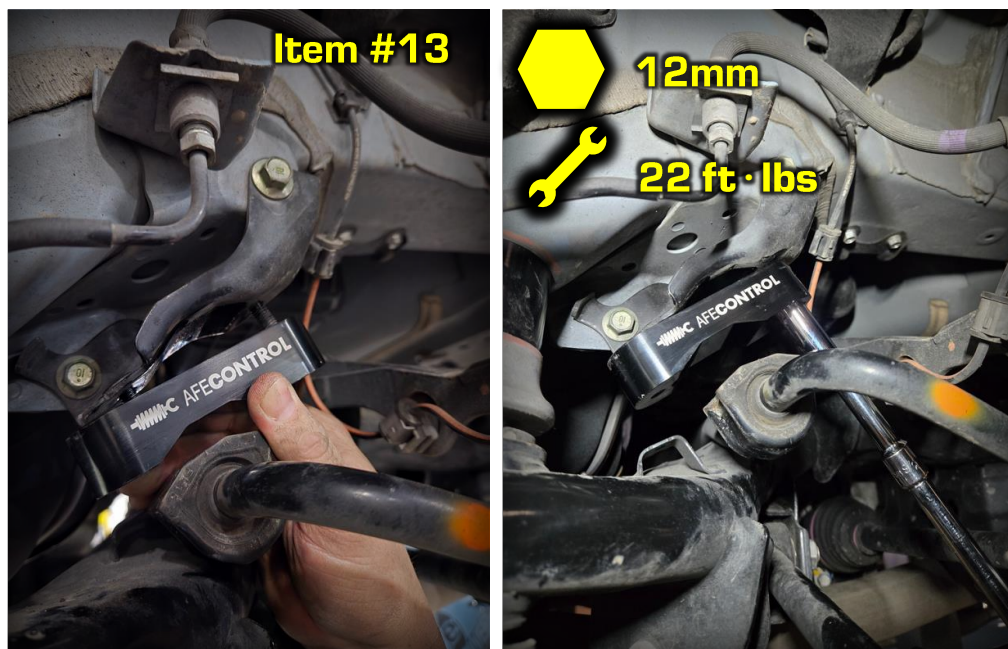
11R Insert front 2- hole spacers and secure with the supplied bolts.



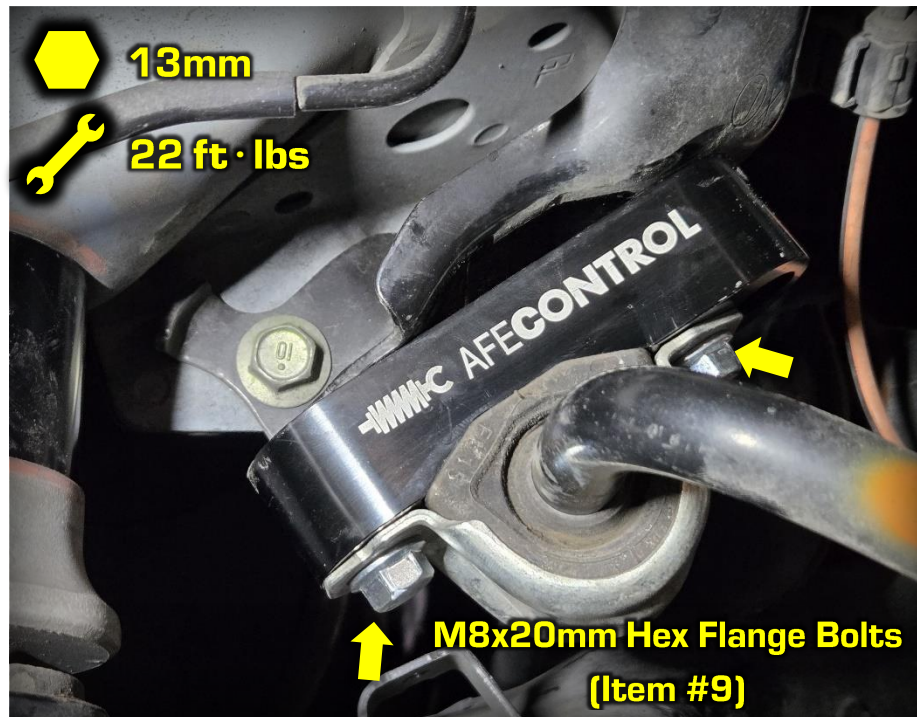
12R Once the spacers are installed, fully tighten all the subframe bolts.

1. Main Bolts (M14 - 1.5 x 200mm): **107 ft · lbs**
2. Front Mount Bolts (M10 – 1.25 x 60mm): **50 ft · lbs**

13R Moving back to the sway bar, install the billet bushing spacer onto the vehicle using the OE flange nuts. Orientation of the bracket should shift the bushing **down** and **forward**.

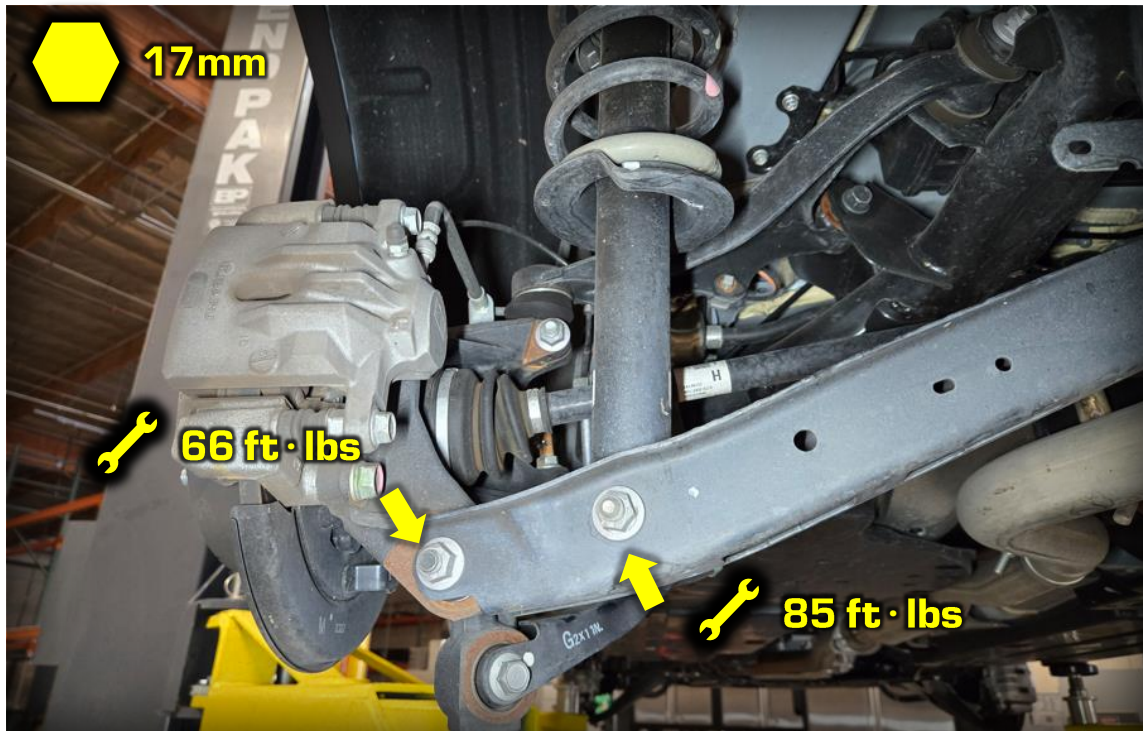


Install the OE bushing bracket onto the aFe spacer using the provided flange bolts.



14R Reinstall the rear shock assembly back into the vehicle. Make sure to use the supplied aFe flange nuts for the top mounts.

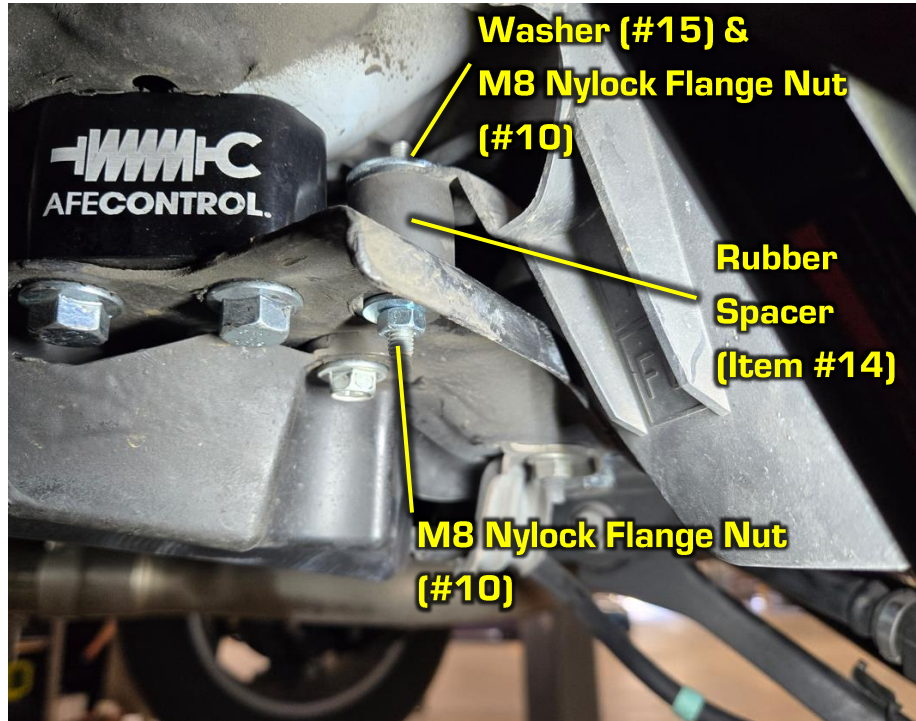




15R Reinstall plastic covers.

16R The plastic air flap in front of the rear wheels has a tab that attaches to the front subframe mount bracket and will need to be installed above the bracket instead below. We provide a double studded spacer and hardware to bridge the gap.

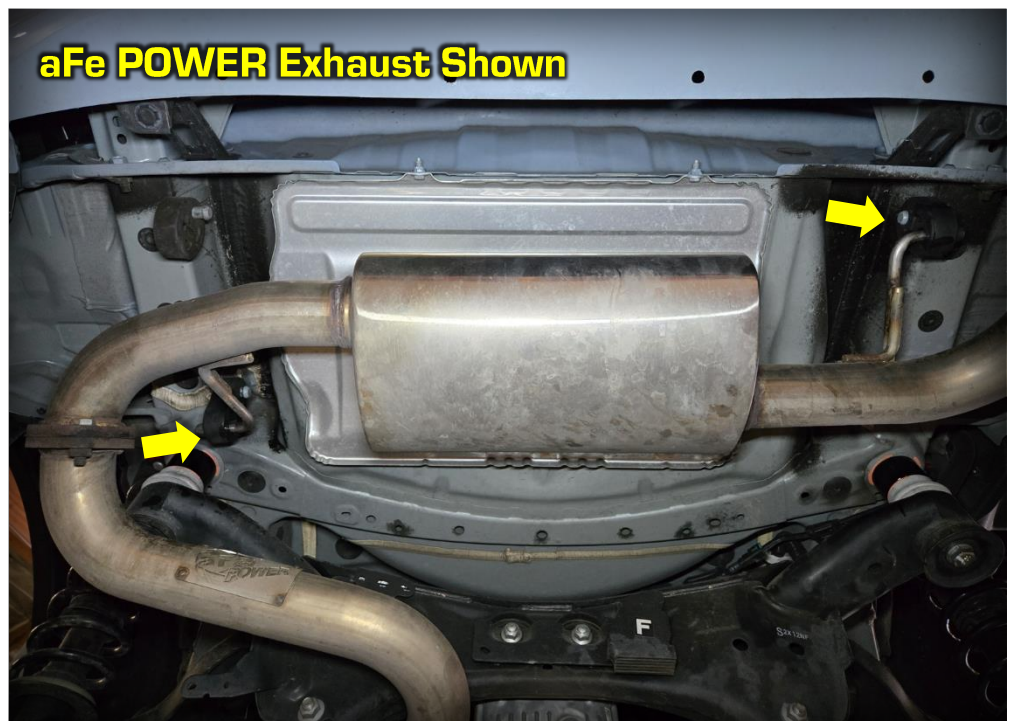




- 17R (Optional) We provide longer rubber exhaust hangers for added clearance to the subframe and axles joints if needed. Our test fit shows the FACTORY exhaust does not require longer exhaust hangers. However, if you have an aftermarket exhaust that may contact the subframe or axles, you have the option to install the longer rubber hangers. We give (2) hangers for the rear most mounting points.



**Hanger
(#16)**



18R Reinstall wheels and perform a 4 wheel alignment.

Final Steps (Performed by installer or alignment shop)

It is a good idea to reset your lower control arm bushings so they are in a relaxed position at your new ride height. Rotational preload can lead to premature bushing failure.

- Front: Loosen the forward lower control arm bolt
- Rear: Loosen the inboard lower control arm bolt
- Roll vehicle a few feet back and forth to make sure the bushings are reset
- Retighten all the control arm bolts at ride height

Alignment

- Front –
 - Camber: 0° to -0.5°
 - Toe: 0" to 1/16" total toe in
- Rear –
 - Camber: 0° to -1°
 - Toe: 0" to 1/16" total toe in

Page Left Intentionally Blank

Page Left Intentionally Blank

Page Left Intentionally Blank