

RACECOMP ENGINEERING

2015+ Subaru WRX/STI Lowering Springs Installation Guide



Package Contents:

2x Front Springs
2x Rear Springs
2x Front Bump Stops (WRX only)
2x Rear Bump Stops
1x Installation Guide

Tools Needed:

19mm Socket (6 point)
19mm Open End Wrench
12mm Open End Wrench
14mm Deep Socket
14mm Open End Wrench
17mm 6 point Socket
17mm Open End wrench
6mm Allen key
Torque Wrench
Spring Compressor

Installation Instructions for Front Springs:

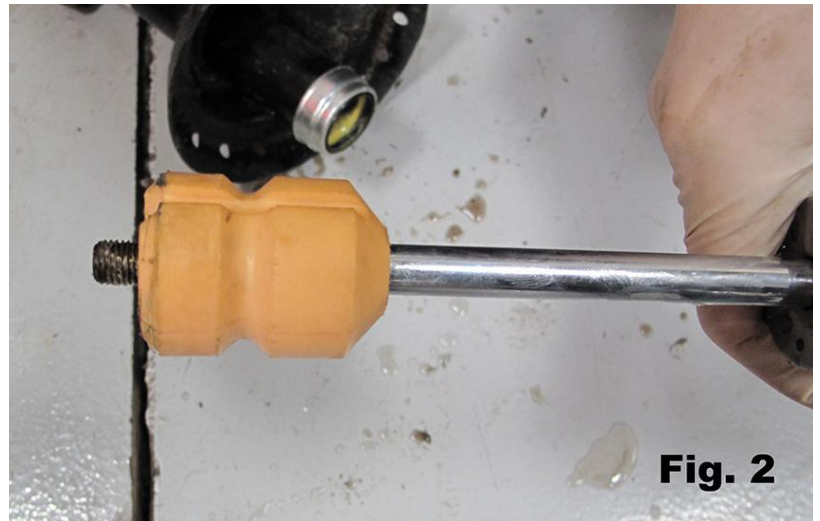
- 1) Jack up vehicle, place on jack stands, and remove wheels.
- 2) Remove brake line and ABS wire from front strut.
- 3) Remove two lower 19mm clevis nuts/bolts.
- 4) Remove three upper nuts that fasten strut top mounts to chassis.
- 5) Remove strut/spring assembly from vehicle.
- 6) Compress spring using wall mounted or hand operated spring compressors.
- 7) Remove center top nut and pull top mount, dust boot, upper spring perch, and spring off of strut.

WRX ONLY:

- 8) Remove bump stop from shaft.
- 9) Install RCE bump stop onto shaft (Fig. 2)
 ***NOTE: Front and rear bump stops are different, see Fig. 9**

STI ONLY:

- 8) Remove 14mm nut from bottom of strut body (Fig. 1)
 - 9) Slide shaft out of strut body and remove bump stop from shaft.
 - 10) Trim one notch (approx. 15mm) off of bump stop and reinstall onto shaft (Fig. 2)
 - 11) Spread a generous amount of grease inside the strut body, below the shaft seal. We recommend Mobil 1 synthetic grease.
 - 12) Insert shaft back into strut body and tighten bottom nut by hand with socket. (Fig. 3)
- 13) Compress RCE spring using spring compressors and place onto strut, making sure that it is oriented correctly in the spring seat. (Fig. 4)
 - 14) Install upper spring perch, dust boot, and top mount.
 - 15) Install top nut and torque to 41 ft-lb.
 - 16) Install completed strut/spring assembly onto vehicle and torque all bolts:
 - Top mount to chassis nuts: 18 ft-lb
 - Lower clevis bolts/nuts: 129 ft-lb
 - Brake line: 23.6 ft-lb
 - 17) Repeat process for other side.



Installation Instructions for Rear Springs:

- 1) Remove bolt/nut that attaches shock to swingarm (1) and swaybar endlink to swingarm (2) (Fig. 5)
- 2) Remove trunk mat and plastic side covers to expose tops of rear shocks.
- 3) Remove two upper nuts that fasten top mounts to chassis.
- 4) Push down on swingarm and remove shock from vehicle.

- 5) Remove center top nut and remove top mount, dust boot, and spring from shock.
- 6) Remove bump stop from shaft.
- 7) Install RCE bump stop onto shaft (Fig. 6)
***NOTE: Front and rear bump stops are different, see Fig. 9**
- 8) Install RCE spring onto shock, making sure that it is oriented correctly in the spring seat (Fig. 7)
- 9) Install dust boot and top mount onto shock.
- 10) Install top nut onto strut and torque to 41 ft-lb.
- 11) Install completed shock/spring assembly onto vehicle (Fig. 8) and torque all bolts:
 - Top mount to chassis nuts – 22.4 ft-lb
 - Shock to swingarm – 89 ft-lb
 - Swaybar endlink to swingarm – 33.2 ft-lb
- 12) Reinstall trunk mat and plastic side covers.
- 13) Reinstall wheels and torque lug nuts to 65.7 ft-lb.
- 14) Remove car from jack stands. Get an alignment and enjoy your new springs!

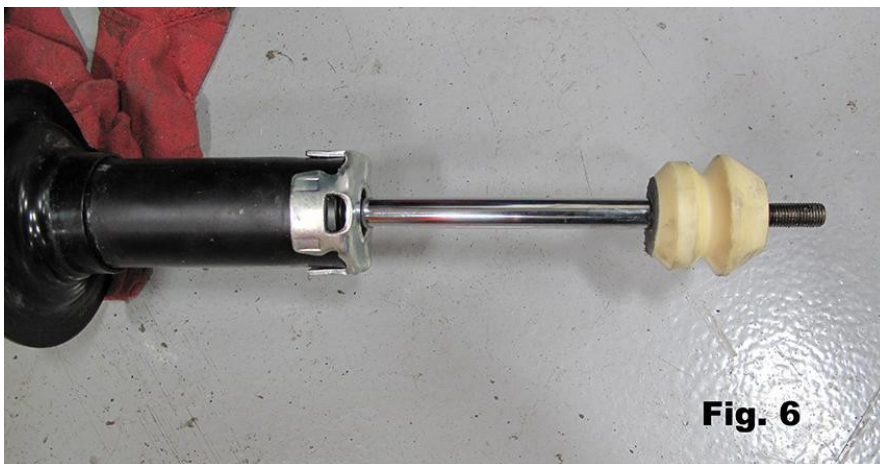
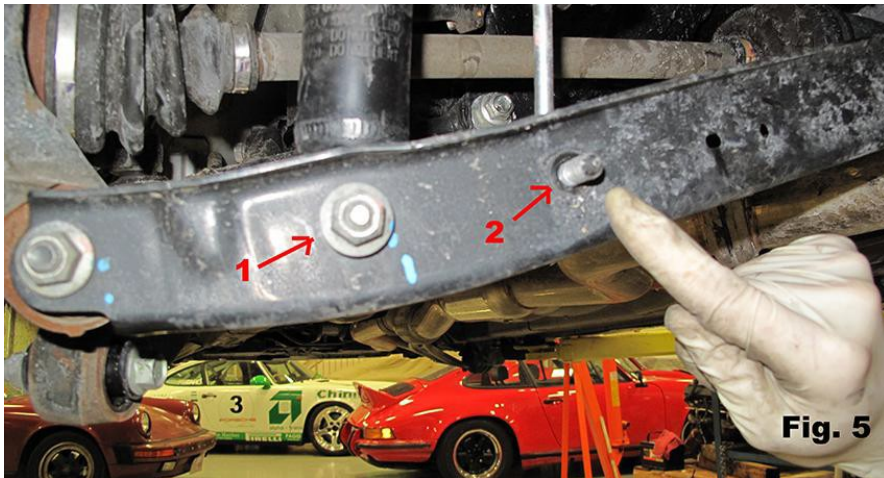




Fig. 7



Fig. 8

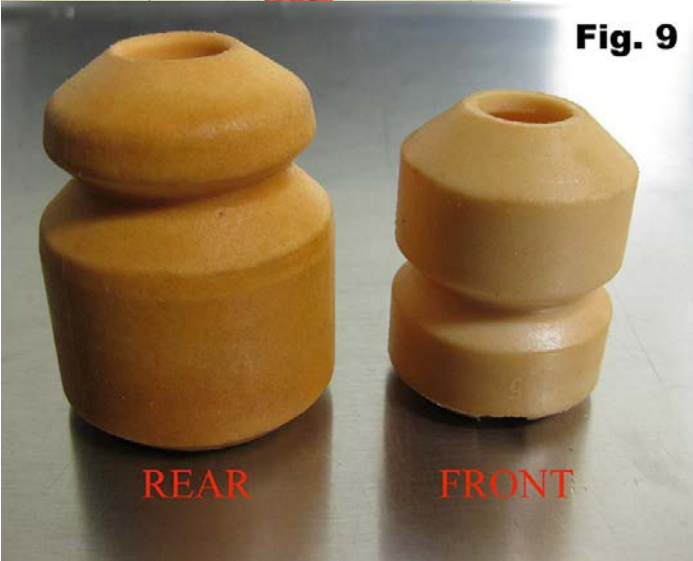


Fig. 9

Recommended Alignment Settings:

For daily driving: -1.0 degrees front camber, 0 toe. Rear camber not adjustable.

For track/auto-x with stock camber bolts: Maximum negative front camber, 0 toe. Rear camber not adjustable.

For track/auto-x with camber plates/bolts: -2.0 to -3.0 degrees front camber, 0 toe. Rear camber not adjustable.

***NOTE:** These are baseline recommendations. Your settings may vary depending on tires, other suspension modifications, and driving style.

***ANOTHER NOTE:** After installing these springs, please take some time to familiarize yourself with your car's new handling characteristics. The car may behave differently in various situations.

For technical support, please call us at (410) 579-1501

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