



Street Coilover Kit 2015-2018 w/o Magneride

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- (2) - Front Adjustable Sway Bar End Links
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- (2) - Rear Shock Nuts
- (2) - Lock Collar Wrenches
- (1) - Allen Key



****Important Notes:**

Professional alignment is highly recommended after installation to prevent poor handling, and premature tire wear.

Tools Required:

- Floor Jack and Jack Stands
- Mechanics Tool Set

Recommended Addition Parts:

- Front Camber Bolt kit

Shock Adjustment:

Using the supplied adjustment knob/Allen Key, turn the shock adjustment fully clockwise to the firmest setting. Then turn the shock counter-clockwise 10-12 clicks from full firm. Use this as your starting point and adjust as needed. 32- Levels of adjustment total.

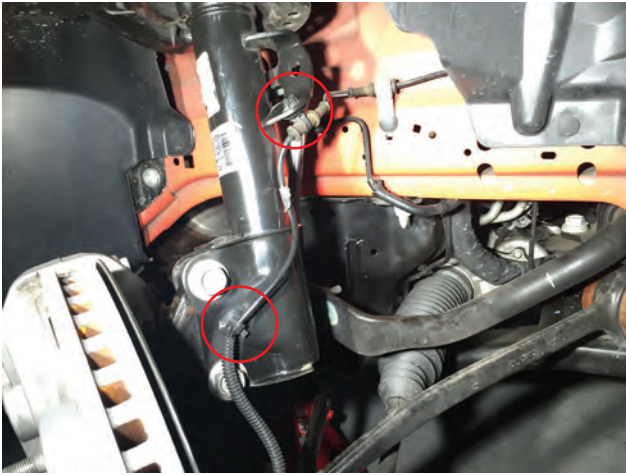
Front

Step 1:

On a level surface, raise and support the vehicle on jack stands. Remove front wheels. With the car supported on jack stands, place the floor jack under the lower control arm, keeping some light tension on the lower control arm.

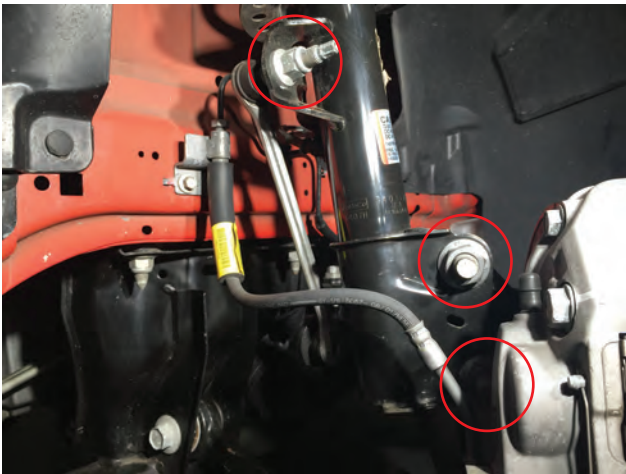
Step 2:

Using a panel removal tool or pliers, remove the abs wiring from the strut.



Step 3:

Remove the sway bar end link from the strut. Remove the (2) nuts holding the strut to the spindle. With the nuts removed you can use a dead blow hammer to hammer out the bolts. These bolts are knurled to prevent them from spinning. ****Note:** Brake caliper/bracket may need to be removed depending on brake configuration.



Step 4:

With the strut free of the spindle, hold the strut from below while you remove the (3) top hat mounting nuts. Remove the strut from the vehicle.



Step 5:

Remove the lower sway bar end link from the sway bar.



Step 6:

****Professional removal of the strut top hat is highly recommended.**** Spring compressors **MUST** be used. Spring compressors can be rented from local parts stores. With the spring compressors installed, tighten the spring compressor until you can slightly turn the spring on the strut. Then carefully remove the bolt holding the strut together.



Step 7:

Transfer the top hat from the factory spring to the coilover. Install the top hat using the supplied lock nut.



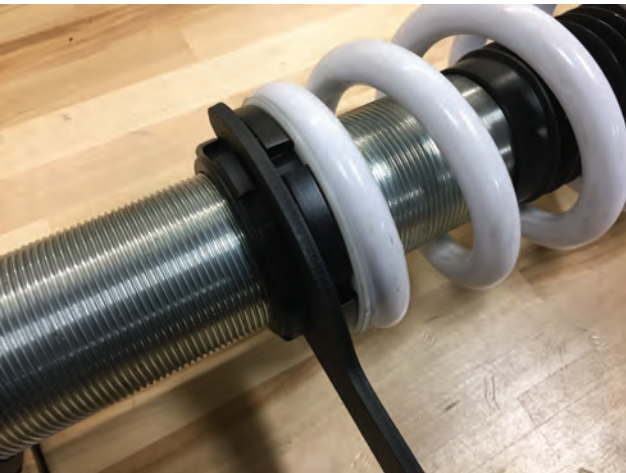
Step 9:

Reinstall the SR coil over in the reverse order. Remove the hard plastic protective cover from the adjustable sway bar end link before installation. ** Before driving the vehicle ensure that all lock collars are tight. **Recommend: Installing a camber bolt kit will give your alignment shop camber adjustment.



Step 8:

Next you will need to set the spring pre-load. Begin by tightening the spring lock collars until they just make contact with the spring. Then holding the smaller lock collar in place, tighten the larger lock collar until you can fit the spanner wrench between the lock collars. Then tighten the smaller collar against the larger collar to lock them in place. This is the correct amount of spring pre-load. All ride height adjustment should be made by threading the shock body in and out of the hub mount.



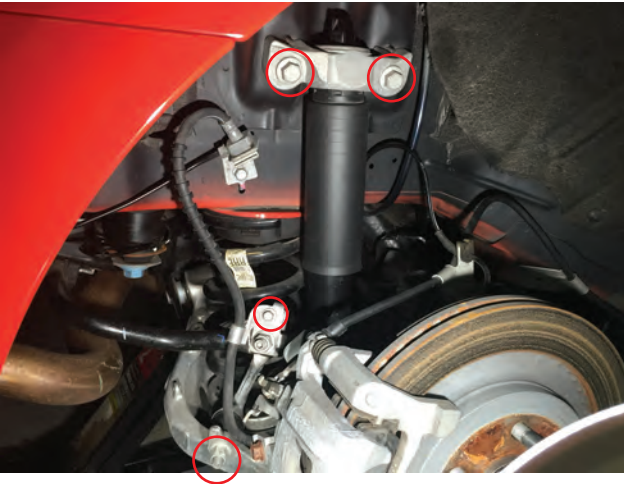
Rear

Step 1:

Raise the rear of the vehicle and support with jack stands under the rear frame rails. Keep the subframe supported by a floor jack. Remove wheels.

Step 2:

Remove the (2) upper shock mount bolts. Then remove the sway bar end link from the lower control arm. Remove the 10mm bolt holding the brake line to the sway bar end link.



Step 3:

Remove the lower (2) shock mount bolts from the lower control arm, remove the shock from the vehicle.



Step 4:

With the rear subframe supported by the floor jack, locate and loosen the (4) 13mm bolts holding the front subframe brace, (2) on each side. Then remove the (2) forward-most rear subframe bolts, (1) on each side.



Step 5:

Locate and remove the (2) rear-most rear subframe bolts.



Step 6:

Slowly lower the rear subframe so that you can remove the springs from the vehicle.



Step 7:

Place the supplied rubber isolator in the upper spring perch.



Step 8:

Install the upper spring perch, use the allen set screw to hold the perch in place.



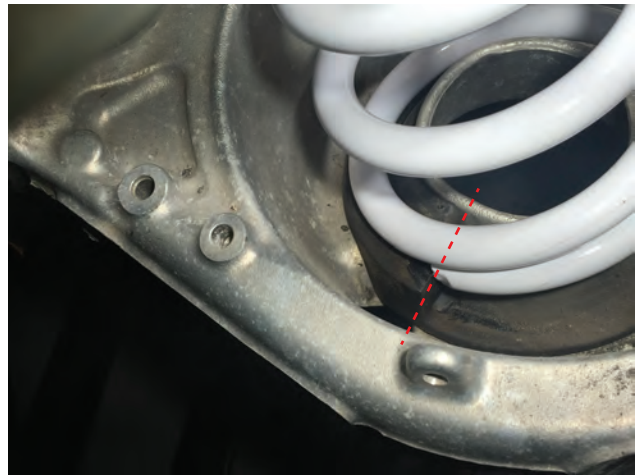
Step 9:

Place the plastic spring isolator on top of the spring.



Step 10:

Install the spring in the lower control arm so that the spring is seated correctly. **Note: Reuse the factory lower rubber isolator.



Step 11:

Raise the rear subframe with the jack and slowly tighten the (4) rear subframe bolts to 129 ft/lbs. Then re-tighten the (4) front subframe brace bolts to 41 ft/lbs.

Step 12:

Unbolt the upper shock mount from the shock body.



Step 12:

Reinstall the upper mount on the SR shock, reinstall factory plastic cap.



Step 13:

Lengthen the shock body by unscrewing the lower shock mount until the shock is long enough to bolt on. Install the shock using the factory bolts and provided lock nuts..



Step 12:

Make sure all locking collars are tight on the spring and shocks. Adjust as need to produce the desired ride height. Reinstall wheels and torque the lug nuts to 150 ft/lbs. ****Note: Professional alignment is highly suggested after installation to prevent poor handling, and premature tire wear.**