Rough Country 90300 Installation Instructions

2-Inch Lift Kit for 2018–2025 Subaru Crosstrek AWD

Part number: 90300

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Scan for fitment, price and install help

ROUGH COUNTRY SUSPENSION SYSTEMS®

90300BAG2

2018 - UP CrossTrek 2” Lift Kit

Thank you for choosing Rough Country for all of your suspension needs.

Rough Country recommends that a certified technician install this system. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle. Please read all the instructions before beginning the installation. Check the kit hardware against the ‘’Kit Contents’’ list below. If question exist, please call us @1-800-222-7023. We will be happy to answer any questions concerning this product. Check all fasteners for proper torque. Check to ensure for adequate clearance between all components. Check and retighten wheels at 50 miles and again at 500 miles. Periodically check all hardware for tightness. Be sure you have all the needed parts and understand where they go. Also, please review the “Tools Needed” list to be certain you have the necessary tools to complete the installation.

PRODUCT USE INFORMATION

⚠WARNING As a general rule, the taller a vehicle is the easier it will roll. We strongly recommend that seat belts and shoulder harnesses be worn at all times. Braking performance and capabilities are decreased when significantly larger/heavier tires and wheels are used. Do not add, alter, or fabricate any factory or after-market parts which increase vehicle height over the intended height of the Rough Country product purchased. Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

TIRE FITMENT

This kit was developed using a 215/75/r15 for a no rub on a 15x8 +15 offset while 235/75/r15 will fit with minor trimming / moving of plastic wheel liners and removing factory “mud flaps”. Due to differences in manufacturing, dimension and inflated measurements, tire and wheel combinations should be test fit prior to installation.

NOTICE TO DEALER AND VEHICLE OWNER

⚠NOTICE Any vehicle equipped with any Rough country product must have the “Warning to Driver” decal installed on the sun visor or dash. The decal is to act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics. INSTALLING DEALER—It is your responsibility to install the warning decal and to forward these installation instructions on too the vehicle owner for review and to be kept in the vehicle for its service life.

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2018 - UP CrossTrek 2” Lift Kit

TOOLS NEEDED:
Jack
Safety Stands
Wheel Chocks
Torque Wrench
Metric Wrenches/Sockets
12mm
14mm
17mm
19mm
21mm
22mm

KIT CONTENTS:
Front Strut Extensions (2)
Front Sway Bar Brackets (2)
Rear Strut Extensions (2)

HARDWARE INCLUDED:
Bag 1
Stud Bag
Bag 2
10mm Locking Nut (4)
10mm Washer (4)
12mm Bolt (2)
12mm Nut (2)
12mm Washer (4)



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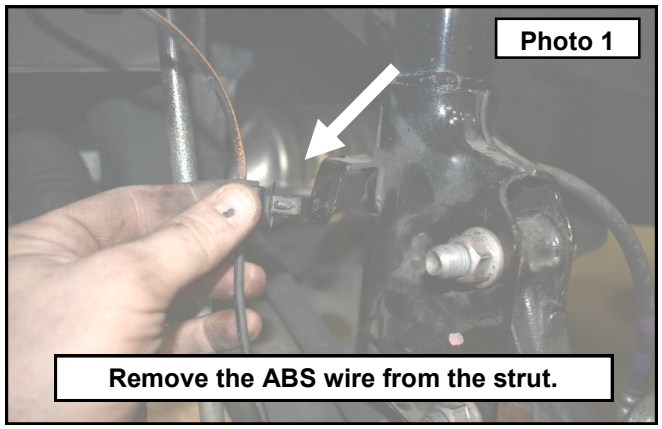
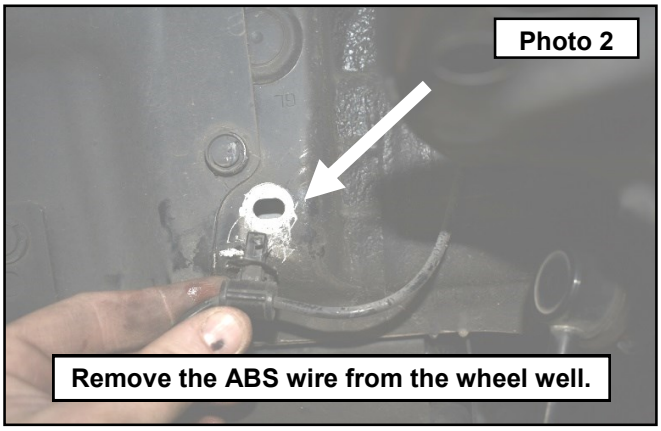
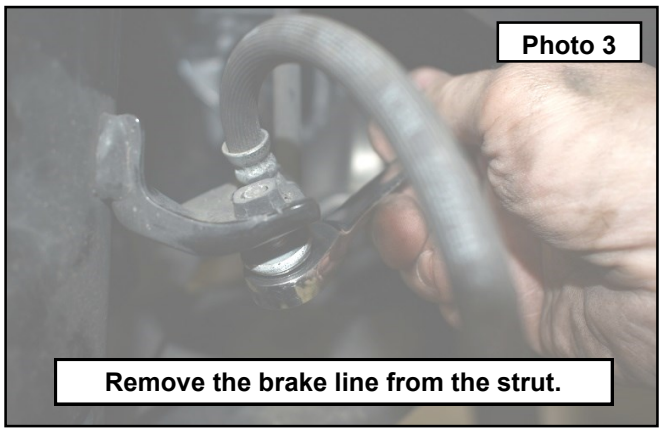
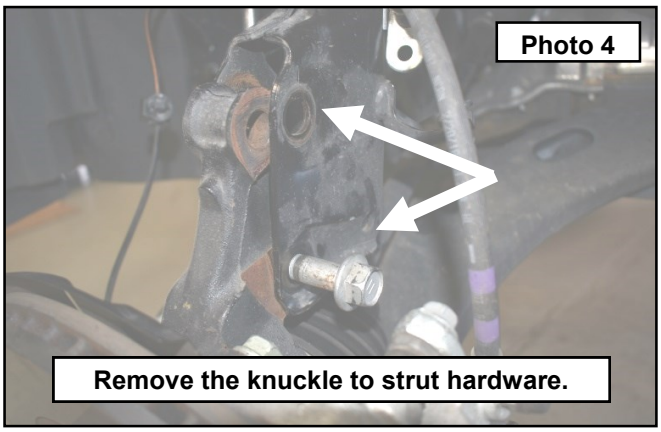
1. Park your vehicle on a clean flat surface, engage the parking brake and chock the rear tires.
2. Jack the front of the vehicle up and place safety stands at the indicated lift points for the unibody in the service manual. Remove the front wheels/tires and set aside.
3. **Save all hardware removed from the vehicle unless otherwise noted.**
4. Open the hood and disconnect the negative terminal on the battery.
5. Remove the ABS wire clip using a pry tool from the strut body and let hang out of the way. **Photo1**
6. Remove the ABS wire clip using a pry tool from the fender well and let hang out of the way. **Photo 2**



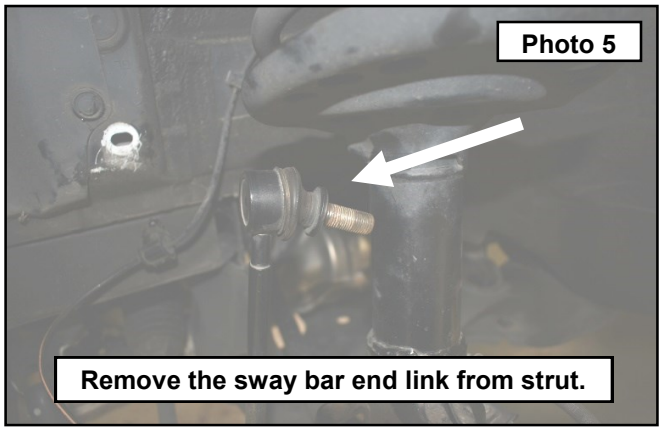


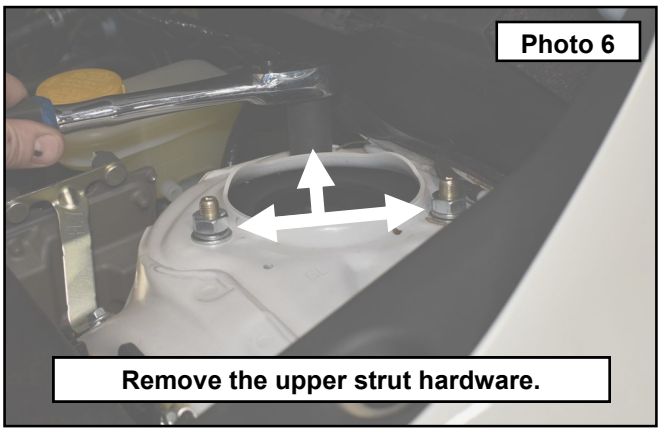
7. Remove the rubber brake line from the strut using a 12mm wrench and let hang out of the way. **Photo 3**
8. Support the lower control arm with a jack. Remove the knuckle to strut bolts using a 19mm wrench and socket. The upper bolt is a cam bolt and will need to reinstalled in the same position as removed. Support the knuckle when removing these bolts. Remove the knuckle from the strut by pulling outwards and then rotating to the back of the car. **Photo 4**





9. Remove the sway bar end link from the strut using a 17mm socket and let hang out of the way. **Photo 5**
10. Move to under the hood and utilizing a helper, remove the upper strut nuts using a 14mm wrench. Make sure to not drop the strut. **Photo 6**
11. Install the provided studs from the stud bag into the tops of the front strut extension using the provided 1/2” nut acting as a spacer and one of the provided 10mm nuts and 17mm socket to pull the stud into place. Once fully seated, remove the 10mm and 1/2” nuts and repeat for all remaining studs. Use of some lubricant between the 1/2” nut and 10mm is recommended to prevent galling of the metals.





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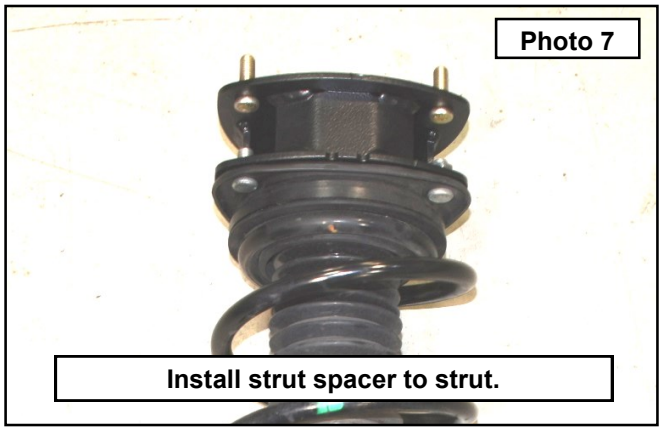
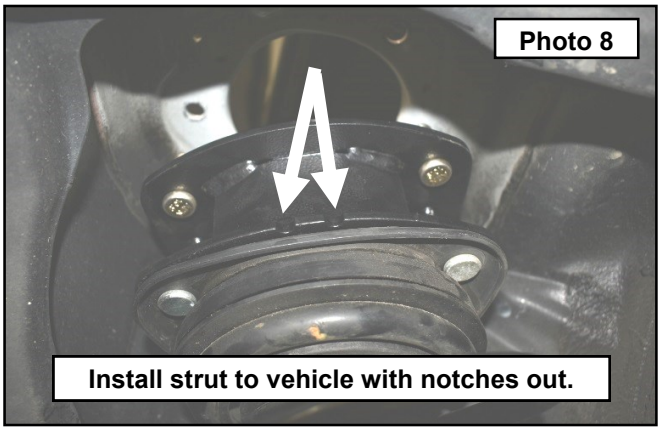
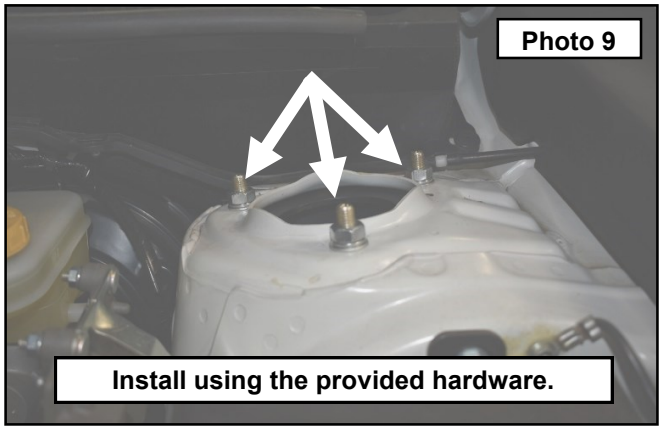
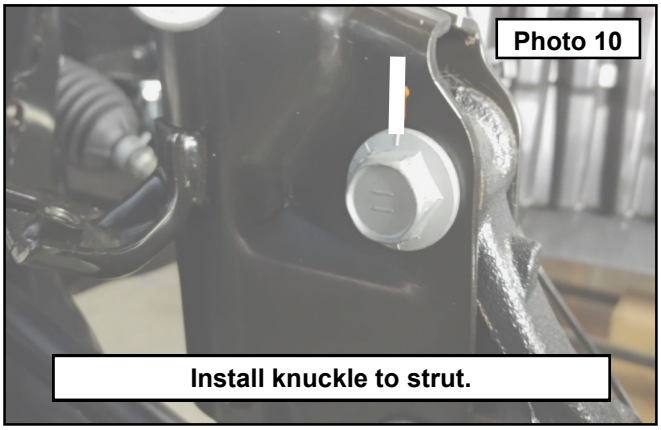
12. Install the strut extension onto the removed strut assembly using the factory nuts and 14mm wrench. Torque to **30ft-lbs**. The strut extensions are universal for either side. **Photo 7**
13. Once the strut extensions are fully installed, use a helper to install the hardware in the engine bay.
14. Install the completed strut assembly into the vehicle making sure the notches on the lower spacer face the outside and slightly to the front of the vehicle. This is very important to ensure the proper camber and caster adjustment. If installed incorrectly, the correct camber and caster will not be able to obtained. **Photo 8**



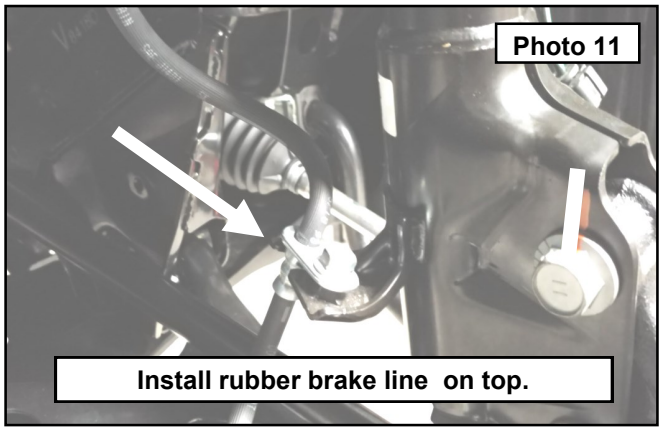


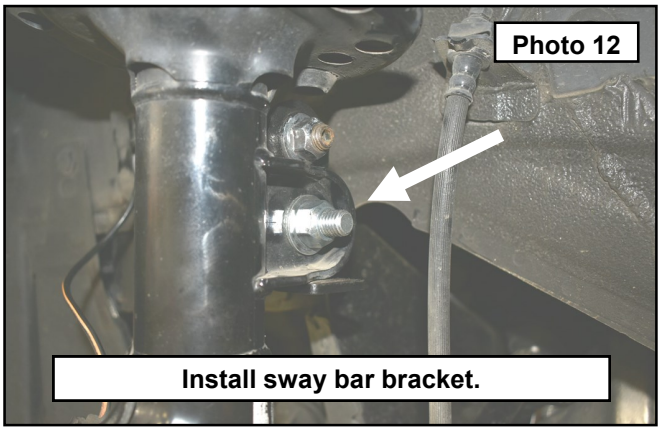
15. Install the assembly using the provided 10mm flat washers, lock washers, and nuts from the stud bag). Leave loose at this time to aid in the rest of the installation. **Photo 9**
16. Install the knuckle to the strut body using the factory hardware, 19mm wrench and socket. Make sure to install the upper cam bolt with washer on the nut side. This bolt has marks on the outside that line up with a mark on the strut. Rotate this bolt until you see the knuckle move to the wheel well. The last mark on the bolt head will line up with the mark on the strut. This is a starting point for the camber adjustment and final adjustment will be done by the alignment technician. Torque both bolts to **95 ft-lbs**. **Photo 10**





17. Install the rubber brake line bracket to the strut body using the factory hardware and 12mm wrench. You will flip this bracket to the top of the strut bracket and bolt it in. This will gain the extra length needed for the lift kit. Torque to 5 ft-lbs. **Photo 11**
18. Install the sway bar bracket to the strut using the provided 12mm bolts, nuts, and washers. **DO NOT** tighten at this time. **Photo 12**





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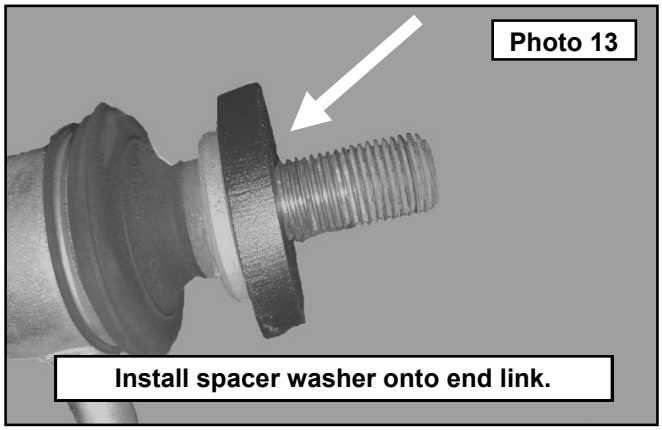
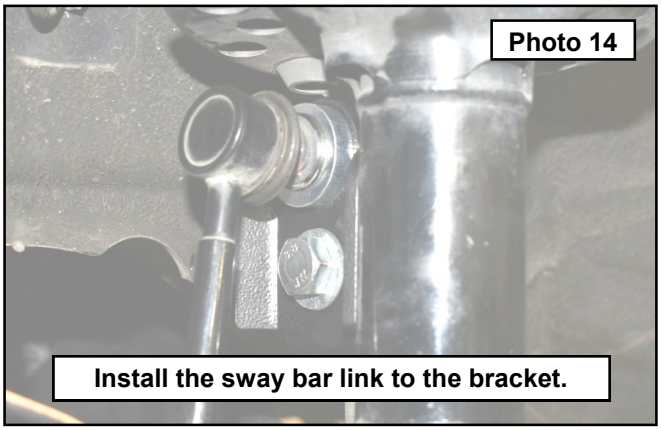
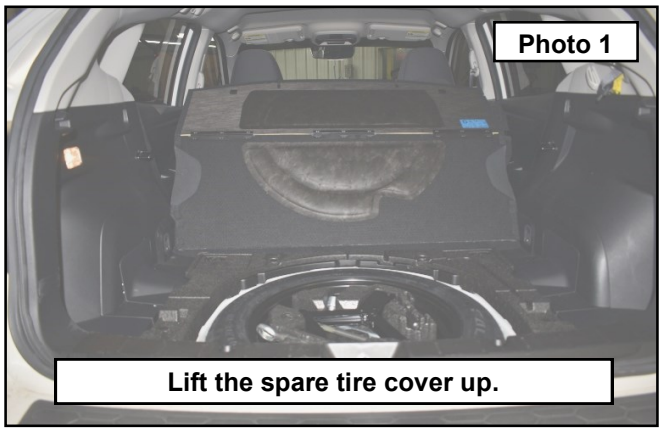
19. Install the provided spacer onto the sway bar end link. **Photo 13**
20. Install the end link onto the bracket using the factory hardware. Torque the end link using a 17mm socket and bracket bolts using a 19mm wrench and socket to **45 ft-lbs**. **Photo 14**
21. Install the wheels and tires, lower the vehicle off the jack stands, and torque the lug nuts to the wheel manufacturers specs. Block the front wheels with the chocks for safety.





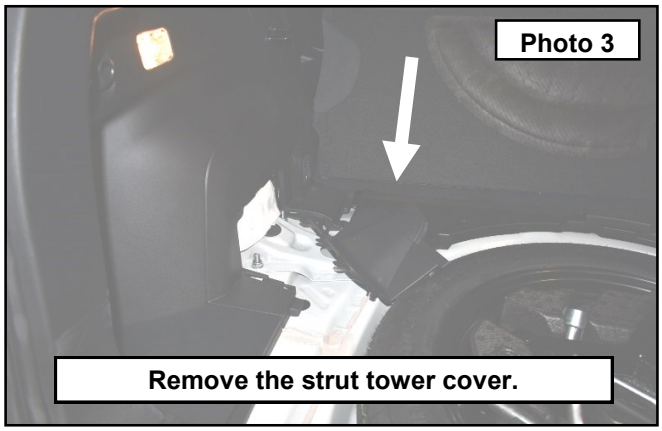
Rear Installation

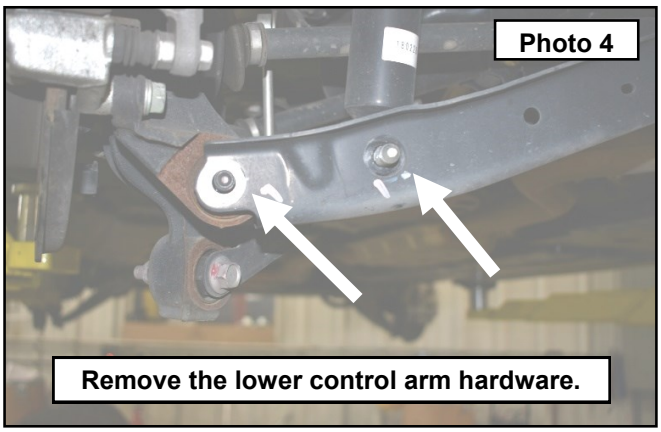
1. Jack the rear of the vehicle up and place the safety stands at the indicated jack points for the rear of the vehicle as found in the service manual. Remove the rear wheels/tires.
2. Open the rear hatch and remove the carpet protector if installed.
3. Lift the floor spare tire cover up and out of the way to access the spare tire and surrounding foam inserts. **Photo 1**
4. Use a prying tool to remove the plastic push pins holding the side foam pieces in place. These take a bit to "pop" out and can break easily, so take care when removing. **Photo 2**





5. Once the foam pieces are removed, you can remove the rear strut tower covers. These pop up and out of their clips. **Photo 3**
6. Support the lower control arm with a jack, and remove the lower control arm at the knuckle. Remove the lower strut to lower control arm hardware using a 17mm wrench and socket. **Photo 4**





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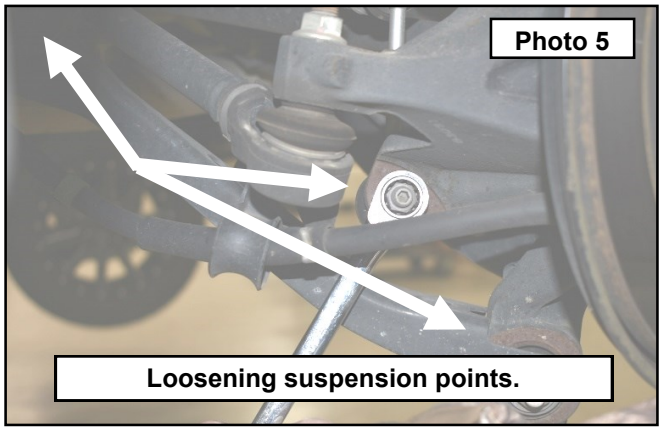
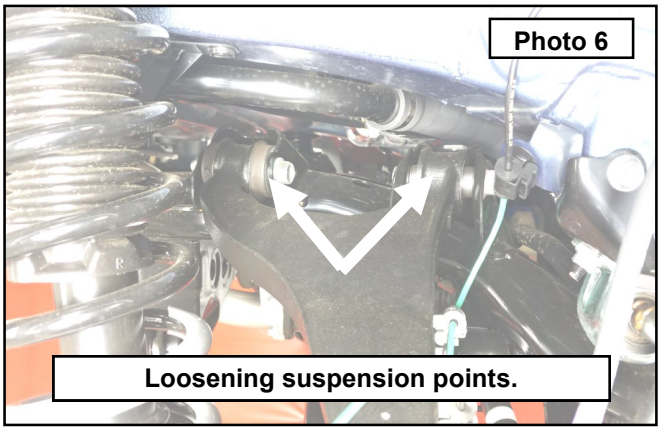
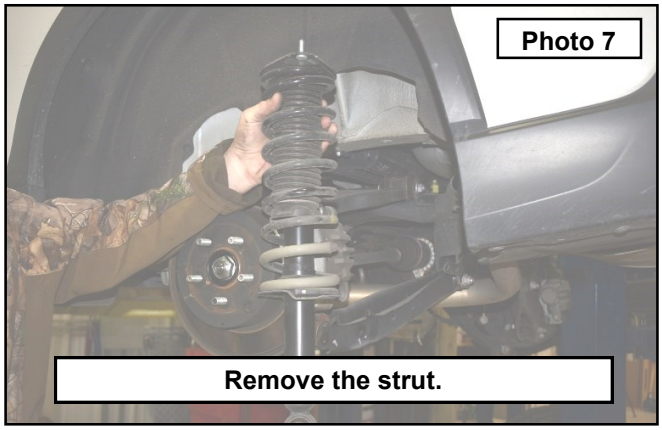
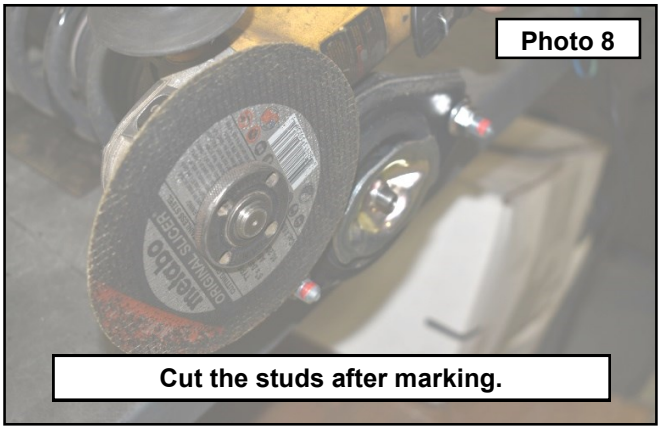
7. Loosen (but do not remove) the lower and upper control arm at the frame, the trailing arm at the knuckle and the frame, and the tie rod end at the frame using a 17mm wrench and socket. These points will stay loose until the vehicle is on the ground with the full vehicle weight on the tires. **Photo 5 / 6**



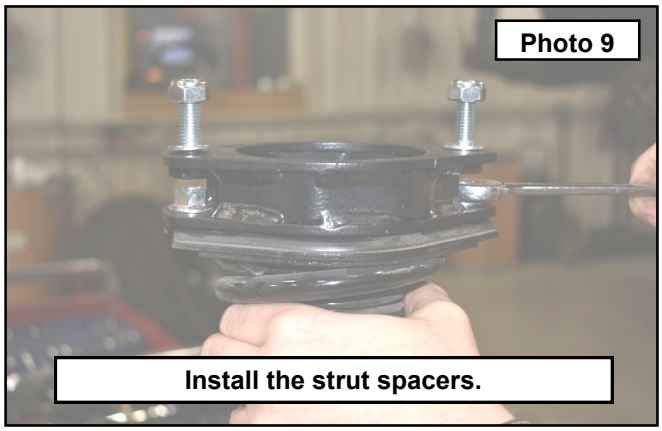


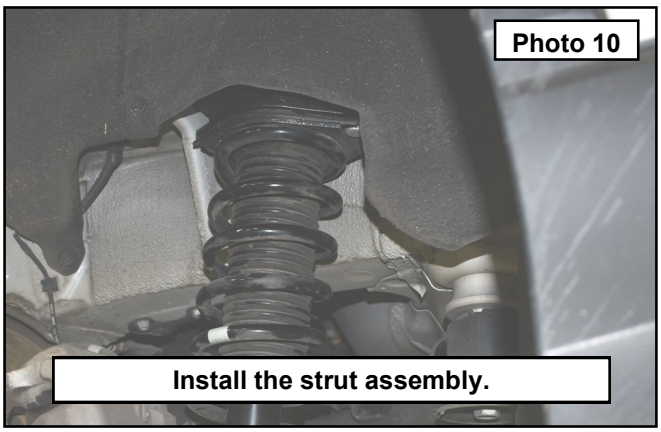
8. The lower control arm will swing out of the way. Use a helper to remove the upper strut hardware from the strut tower using a 14mm socket. Remove the strut assembly from the vehicle taking care to not damage or drop it. **Photo 7**
9. Lay the strut on a table and install the previously removed nuts. Run them all the way down, but not torqued. You are going to use these to “clean up” the threads after the next step.
10. Mark the studs 1/4” from the end for trimming. This is necessary to clear the new strut extension.
11. Use a suitable cutting tool (electric cut off disc shown), trim off the 1/4” of threads. Once done, use a sander or other device to de-bur the threads, then back the previously installed nuts off. **Photo 8**





12. Install the strut extensions onto the strut assembly using the factory nuts and 14mm wrench. You will have to start each side before running one down completely. Once both nuts are installed, torque to **30 ft-lbs**. **Photo 9**
13. Use a helper to install the completed strut assemblies into the vehicle using the provided 10mm locking nuts and washers and 17mm socket. **DO NOT** fully tighten at this time. You will want them to be loose to aid in the installation of the lower control arms and knuckles. **Photo 10**





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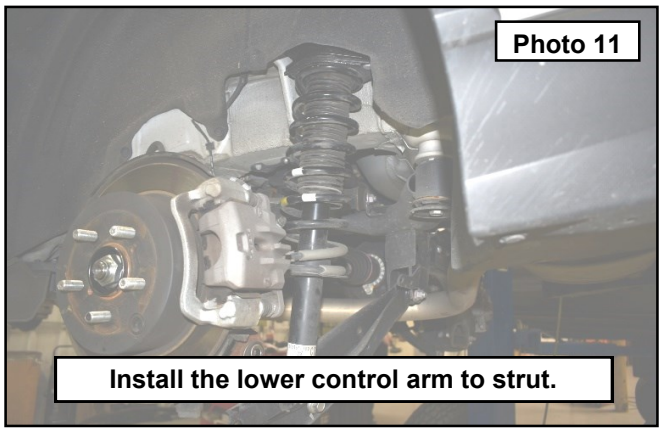
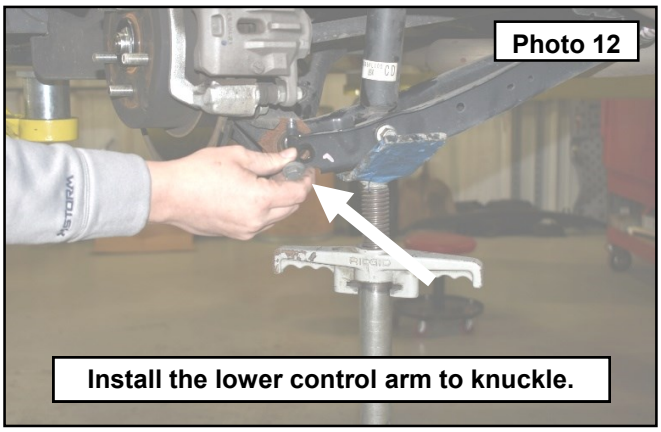
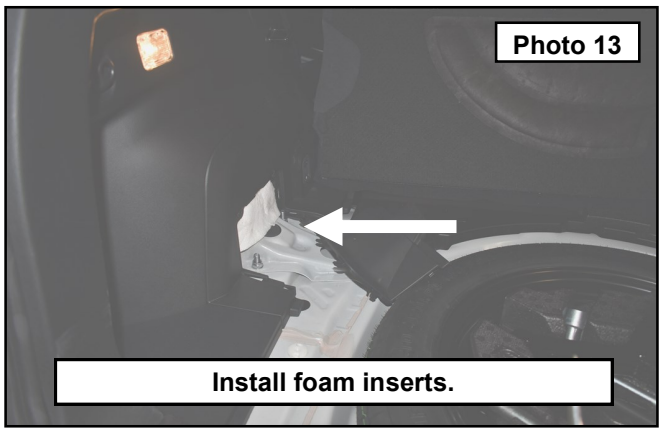
14. Raise the lower control arm up and install to the strut using the factory hardware. **DO NOT** fully tighten at this time. **Photo 11**
15. Install the lower control arm to the knuckle using the factory hardware and 17mm wrench and socket. This point can be fully torqued due to its spherical ball socket. Torque to **95 ft-lbs**. **Photo 12**





16. Install the wheels and lower the vehicle off the safety stands. Torque the lug nuts to the wheel manufacturer's specs.
17. Torque the upper strut hardware to **30 ft-lbs**.
18. Reinstall the foam inserts using the previously removed plastic push clips on each side of the vehicle. **Photo 13**
19. Reinstall the spare tire / floor cover and close the hatch. **Photo 14**





20. Reconnect the negative terminal at the battery and start the car. Make sure there are not any dash lights pertaining to the suspension.
21. Turn the steering wheel lock to lock to verify wheel clearances between all suspension components and body. Adjust as necessary.
22. Put the car into gear and roll forward and backwards a few feet at a time while turning the steering wheel lock to lock. You are getting the suspension to settle to the new ride height before tightening the rear rubber isolated components. Once the suspension is settled to the new ride height, torque the upper / lower control arm and trailing arm hardware, using a 17mm wrench and socket, that was left loose at the frame and knuckle to **95 ft-lbs**.
23. Rotate the toe rod cams, using a 21mm and 22mm wrench, in the rear until the wheels look as straight as possible then torque to **50 ft-lbs**. Final torque to be set by the alignment technician. Have the alignment set by a reputable alignment shop using the provided specs.

FRONT	DRIVER	PASSENGER	TOLERANCE
CAMBER	+0.0	+0.0	+/-0.5
CASTER	+4.5	+4.5	+/-0.5
TOE	+0.0	+0.0	+/-.05
REAR	DRIVER	PASSENGER	TOLERANCE
CAMBER	+0.3	+0.3	+/-0.5
TOE	+.05	+.05	+/-.05

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