



OUT OF TOWN 4WD

NEWCASTLE'S FOUR WHEEL DRIVE CENTRE

Cnr. Northville Drive & Government Road,
Barnsley, N.S.W. 2301
Phone (049) 53-2578 (4 lines) 21-2578
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SUBARU LIFT KIT MODELS - 1980 TO 1985 WAGONS - 1980 ON BRUMBIES FITTING INSTRUCTIONS

Dear Subaru Owner,

Please read these instructions carefully. You will save yourself many hours if you follow the guidelines below.

All parts are numbered, eg. block "3" in the written instructions refers to the spacer block with "3" stamped on it.

Current N.S.W. Roads & Traffic Authority regulations require individual engineering reports for a range of vehicle modifications, including fitment of lift kits (the previously operating Type Approval Scheme has been discontinued). Your local R.T.A. office can give you details of these requirements and the name of your closest R.T.A. Authorised Engineer.

ENGINEERED VEHICLE EQUIPMENT

MATERIALS LIST

| PART No. | QUANTITY | DESCRIPTION |
|----------|----------|---|
| BLOCK | 5 | 4 ALUMINIUM SPACER BLOCK |
| BLOCK | 10 | 2 ALUMINIUM SPACER BLOCK |
| BLOCK | 2 | 6 ALUMINIUM SPACER BLOCK |
| BLOCK | 1 | 2 ALUMINIUM SPACER BLOCK |
| | | 1 FRONT SHOCK TOWER SPACER - DRIVER'S SIDE |
| | | 1 FRONT SHOCK TOWER SPACER - PASSENGERS' SIDE |
| | | 2 REAR SHOCK SPACER BRACKET |
| H1296 | 2 | HOSE, BRAKE, REAR |
| P3052 | 4 | CLIP, BRAKE HOSE |
| | 4 | NUT, NYLOC, 3/8"UNC |
| | 2 | WASHER, FLAT, 5/16"*1" |
| | 4 | BOLT, M10*80 |
| | 4 | BOLT, M10*140 |
| | 4 | NUT, NYLOC, M10 |
| | 16 | WASHER, FLAT, M10 |
| | 4 | WASHER, SPRING, M10 |
| | 4 | BOLT, M12*50 |
| | 6 | BOLT, M12*80 |
| | 4 | BOLT, M12*100 |
| | 14 | WASHER, FLAT, M12 |
| | 14 | WASHER, SPRING, M12 |
| | 2 | CABLE TIE, LONG |
| | 1 | FITTING INSTRUCTIONS |
| | 1 | STICKER, OOT |
| OR | 1 | STEERING SHAFT EXTENSION (MANUAL STEERING) |
| | 1 | STEERING UNIVERSAL JOINT (POWER STEERING) |

FITTING INSTRUCTIONS

- * Place vehicle on a level, hard surface.

FIT THE REAR KIT FIRST:

- * Chock front wheels.
- * Loosen all wheel nuts slightly (maximum of 1/2 turn).
- * Jack up rear of vehicle so that wheels are at least 75mm clear of the ground (use a floor jack if available). Place stands under vehicle body in front of rear torsion bars. NOTE: do not place stands under suspension assembly.
- * Remove rear wheels and rear shock absorbers.
- * Remove original rear brake hoses (about 125mm long). Fit new hoses and retaining clips supplied (NOTE: clip size varies on some models, width of clip gap may have to be adjusted to suit). Bleed all air out of system.
- * Place Jack (floor jack if available) under differential centre. Raise Jack until it just takes weight of differential assembly.
- * Remove four bolts holding rear torsion mounts. Replace the standard bolts with the new longer bolts as each bolt is removed to keep all parts in place. Only insert new bolts 3 to 4 turns - leave them loose.
- * Remove the four bolts holding the rear differential mounts. Replace the standard bolts with the new longer bolts as each bolt is removed to keep all parts in place. Only insert new bolt 3 to 4 turns - leave them loose.
- * Fit the torsion mount spacer blocks (PART No. 5) one at a time.
- * Fit the two differential mount spacer blocks (PART No. 10) one at a time. When fitting the block near the fuel tank fold the tank lip down (eg. with pliers or a shifting spanner). The holes in the block are offset to give clearance on the tank.
- * Tighten all bolts on PARTS No. 5 and 10.
- * Fit rear shock absorber bracket to body using bolts supplied (NOTE: legs of bracket need to be bent to give clearance on bodywork on some models). Re-fit shock absorbers using original bolts.
- * Replace wheels.
- * Remove stands and lower rear of vehicle to the ground.
- * Remove spare wheel.
- * Remove two lower bolts from steering shaft.
- * Jack up the front of the vehicle. Place stands behind the gearbox crossmember. Ensure that stands are clear of this crossmember to allow it to be lowered, and that wheels are at least 75mm clear of the ground.

- * Undo the two bolts on top of each McPherson Strut. These are located under the bonnet, at each side.
- * Support with jack (not under sump guard). Remove bolts from crossmember below engine.
- * Remove the two rear sump guard bolts.
- * Undo the top stabilizer rod at bell housing (engine to body torque rod).
- * Let jack down slowly to lower front crossmember about 50mm below body mounting points.
- * Detach front brake lines from McPherson Struts by carefully slitting brake line support brackets. Leave brake lines on vehicle, to avoid bleeding front brakes do not undo end fittings.
- * Undo bolts at bottom of McPherson Struts, Remove complete strut assemblies from vehicle.

Fit McPherson Strut spacers to top of struts.

NOTE: These spacers are different, and should not be interchanged. Position spacer stamped "PF" to passengers' side, with the letters "PF" to the front. Position spacer stamped "DF" to driver's side, with the letters "DF" to the front. The spacers must be bolted to the struts before re-fitting them to the vehicle.

- * Replace strut/spacer assemblies into vehicle, fitting the top to original mounting holes first. To position the lower end of the strut be sure front crossmember is free of the vehicle.
- * Undo the six gearbox mounting bolts (8 on automatic touring wagons). Replace with longer bolts as each bolt is removed to keep all parts in place. Only insert new bolts 3 to 4 turns - leave them loose.
- * Fit gearbox mounting spacers (BLOCK 2) one at a time. Leave bolts loose.
- * Fit front crossmember spacer blocks (BLOCK 1).
- * Remove top steering shaft bolt, remove steering shaft. Fit new shaft supplied, fit but do not tighten top bolt. DO NOT ATTEMPT TO FIT BOTTOM BOLTS AT THIS STAGE.
- * Attach front brake lines to original fittings using cable ties. Ensure they are located and secured so that they cannot rub or foul on wheels or moving suspension components.
- * Carefully raise jack while simultaneously aligning steering shaft and ensuring that the tin shroud is not damaged (this is best done by two people). When jacked hard up fit bottom two steering shaft bolts and tighten all three steering shaft bolts.
- * Tighten all gearbox and front crossmember mounting bolts.
- * If power steering is fitted the extra shaft length required is gained by fitting a second steering universal and bolting this to

the original universal joint. No flexible mounting pad is used. No replacement steering shaft is needed or supplied.

- * To avoid damage to top radiator hose cut about 25mm off air cleaner nozzle, or slightly bend the air intake to provide adequate clearance.
- * Before re-fitting the sump guard slot 3 rear mounting holes to edge (eg. use tinsnips or hacksaw) to suit new position. If the sump guard touches the engine severe vibrations will occur when driven.
- * Check that the exhaust pipe is clear of the rear C.V. joint.
- * Re-fit top stabiliser rod at bellhousing.

DUE TO ONGOING VEHICLE DEVELOPMENT AND FREQUENT CHANGE BY MANUFACTURERS MAINTAINING FITTING INSTRUCTIONS IS A CONSTANT PROBLEM. HOWEVER, WE ENDEAVOUR TO KEEP THEM ACCURATE AND HELPFUL.

SHOULD YOU HAVE ANY PROBLEMS WITH THE INSTALLATION OR OPERATION OF YOUR KIT, PLEASE GIVE US A CALL OR WRITE TO "OUT OF TOWN FOUR WHEEL DRIVE", 65 NORTHVILLE DRIVE, BARNSELY, N.S.W. 2301. PHONE (049) 53 3288.
