

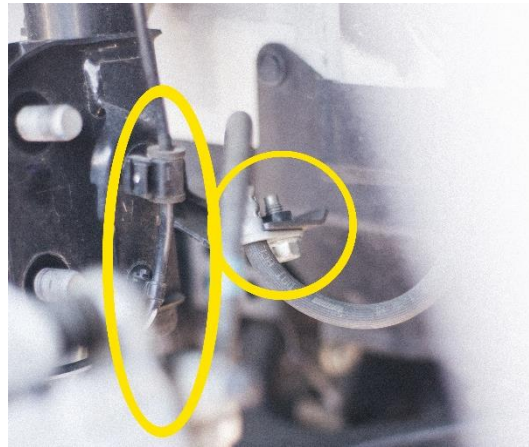
ISIS Performance FR-S/BRZ Coilover Install

Front

Jack up car and rest on jack stands.

The front brake lines are bolted to a brace on the shocks. Remove the bolt and free the brake line.

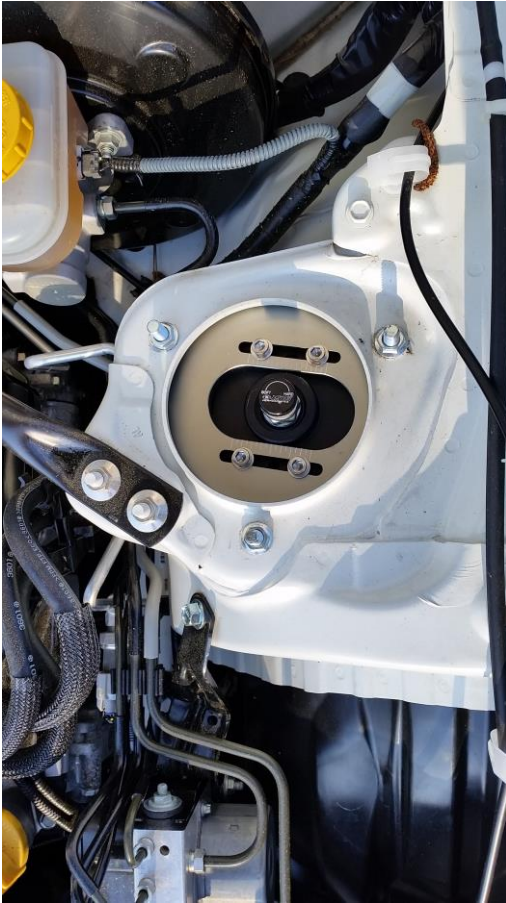
There is a wire that has plastic clips (2) that attach to the front shocks, carefully remove the clips freeing the line from the shocks.



Take the nuts off the bolts that connect the shock to the knuckle and remove the nut that connects the sway bar end link from the bracket on the shock. (Do this on both sides to release tension to help the endlinks to be remove and install easier)

Remove the bolts and gently rest the knuckle forward, unbolt the three nuts on the top and remove the shock and spring.

Install the new coilover in reverse order. Starting with threading the 3 nuts for the top hat on both driver and passenger side coilover a few threads at first and let the coilover hang. Install the endlinks through the bracket on both sides and thread the nut. Then continue with the install in reverse order.



REAR

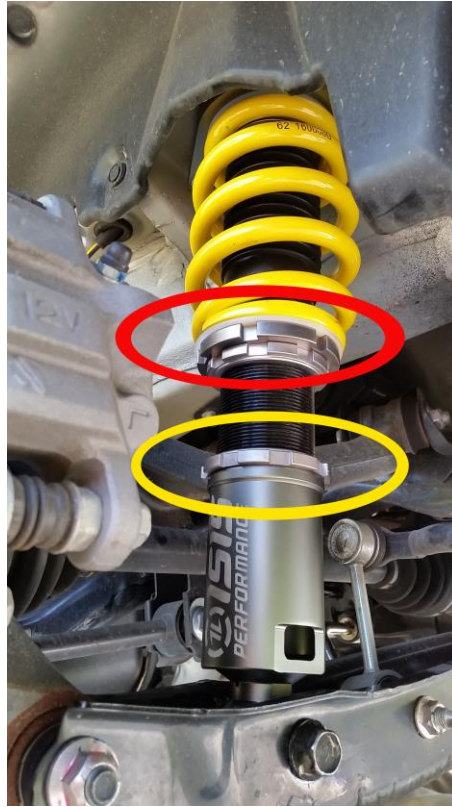
Remove the trunk lining and tool/tool holders. The side covers can be removed to give extra room to get to the top bolts but its still possible to get to the bolts without removing the side covers.



Remove the nut and bolt from the Lower Control Arm (LCA). Push the hub down and remove the shock from in between the LCA. (2 people might be needed) once removed remove the 2 nuts on the top inside the truck and remove the shock and spring.



Insert the ISIS Performance Coilover and thread the 2 top nuts. Align the bottom and jack up the lower control arm and make contact, jack the lower control arm up and down a few times till the bottom mount is in place with the holes in the LCA and push in the bolt. It's a tight fit, that's the way its supposed to be, it will fit.



To adjust height on both front and rears loosen the bottom collar (circled in yellow) how far you move it will also be how far the car is lowered. Making sure the two top collars (circled in red) are tightened against each other, then turn the TOP collar to the left. You'll see the both the spring and the treaded unit turn. Either measure both sides so they are the same, or mark the top collar so you can count how many time you've rotated. Tighten the lower collar when done before lowering car. Lower car slowly to make sure you didn't adjust too low or the tire won't hit anything.