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ROUGH COUNTRY SUSPENSION SYSTEMS®

90600BAG

2015 - 2019 Subaru Outback 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 245/65/r17 and 17x8 +38 for a no rub. 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

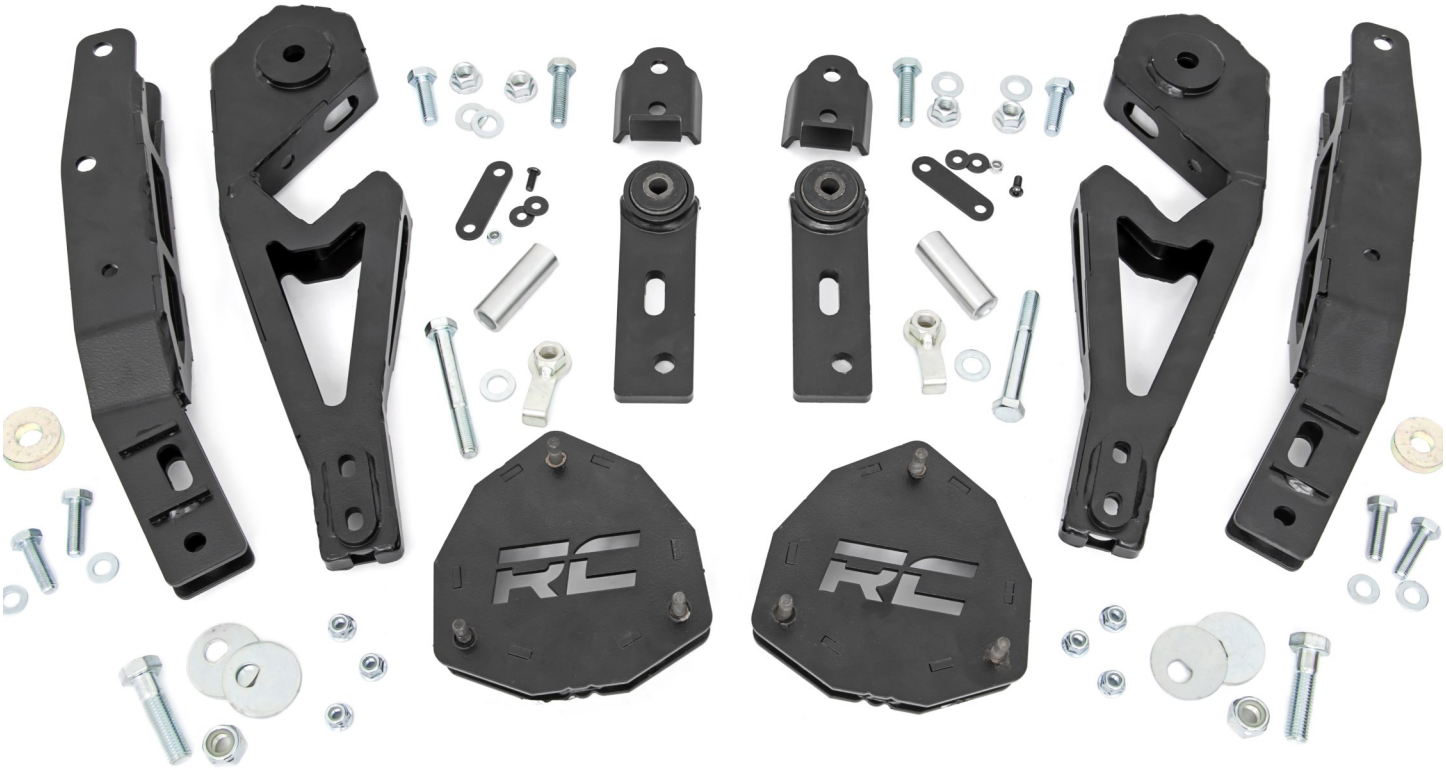
⚠NOTICE Any vehicle equipped with any Rough country product must have the “Warning to Driver” decal installed on the sun visor or dash. The decal is to act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics. INSTALLING DEALER—It is your responsibility to 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.

2015 - 2019 Subaru Outback 2” Lift Kit

TOOLS NEEDED:
Jack & Safety Stands
Pry Bar
Thread Locker
Metric Sockets/ Wrenches
12mm
14mm
17mm
18mm
19mm
22mm

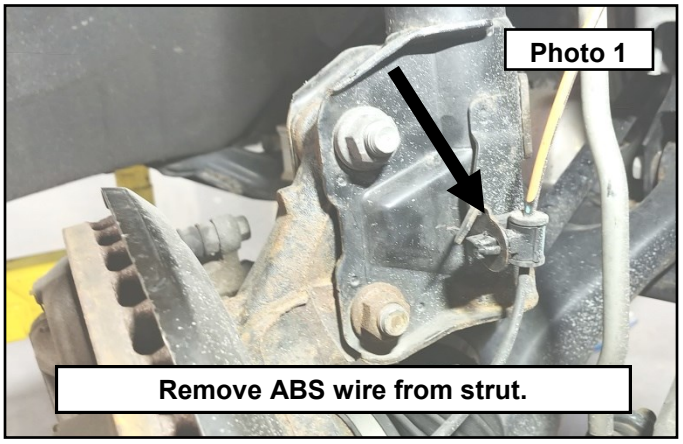
KIT CONTENTS:
Front Strut Extension (2)
Front Sway Bar Bracket (2)
Driver Rear Trailing Arm Drop
Pass Rear Trailing Arm Drop
Lower Control Arm Fixed End (2)
Lower Control Arm Adjustable End (2)
Rear Brake Line Bracket (2)

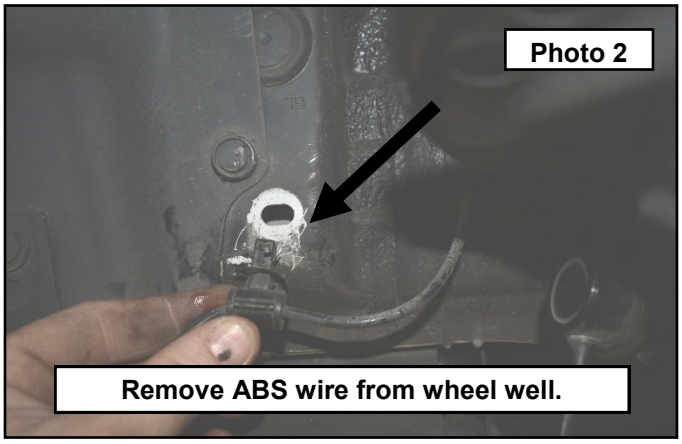
HARDWARE INCLUDED:
6mm Bolt (2)
6mm Washer (4)
6mm Nut (2)
8mm Bolt (2)
8mm Washer (4)
8mm Nut (8)
10mm x 35mm Bolt (4)
10mm Washer(4)
12mm x 35mm Bolt (2)
12mm x 45mm Bolt (2)
12mm x 90mm Bolt (2)
12mm Nut (2)
12mm Washer (4)
12mm Flag Nut (2)
14mm Cam Bolt (2)
14mm Nut (2)
Cam Washer (4)



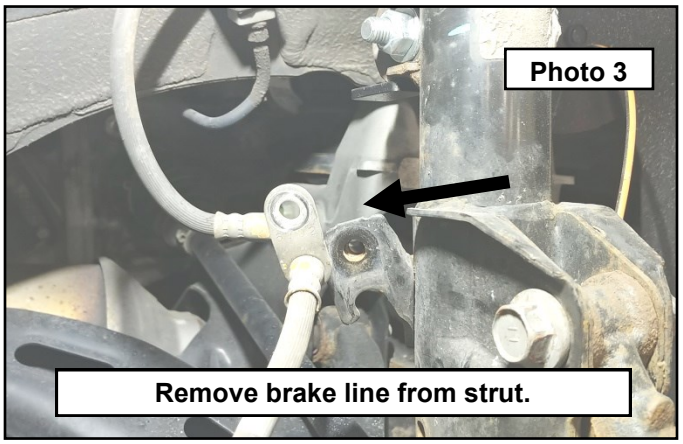
Front Installation

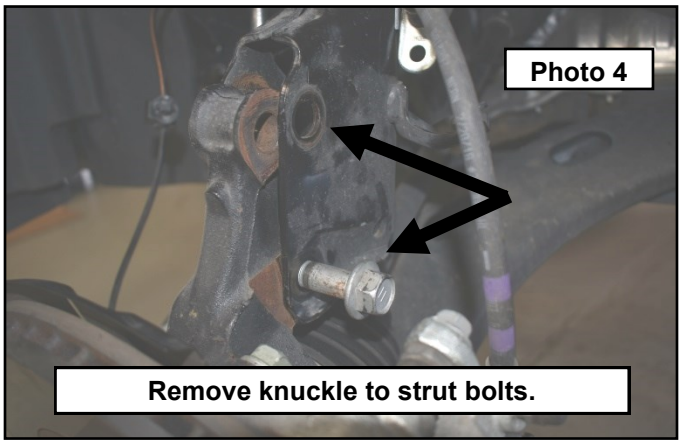
1. Park your vehicle on a clean flat surface, engage the parking brake and block the rear tires.
2. Open the hood and disconnect the negative terminal on the battery. Jack the front of the vehicle up and place safety stands at the indicated lift points for the unibody in the service manual. Remove the front wheels and set aside.
3. Remove the ABS wire from the strut body and let hang out of the way. **Photo 1**
4. Remove the ABS wire from the fender well and let hang out of the way. **Photo 2**



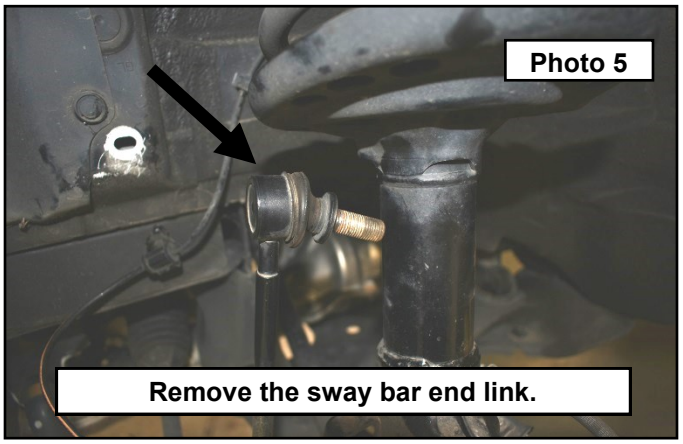


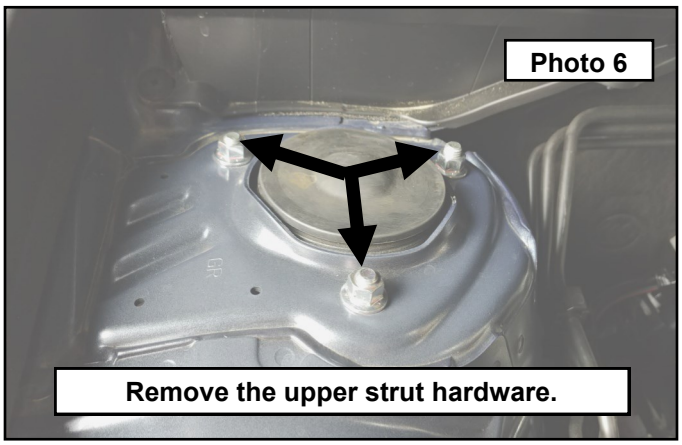
5. Remove the rubber brake line bracket from the strut using a 12mm socket and let hang out of the way. **Photo 3**
6. Support the lower control arm with a jack. Remove the knuckle to strut bolts. The upper bolt is a cam bolt and will need to be reinstalled in the same position as removed. Support the 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**



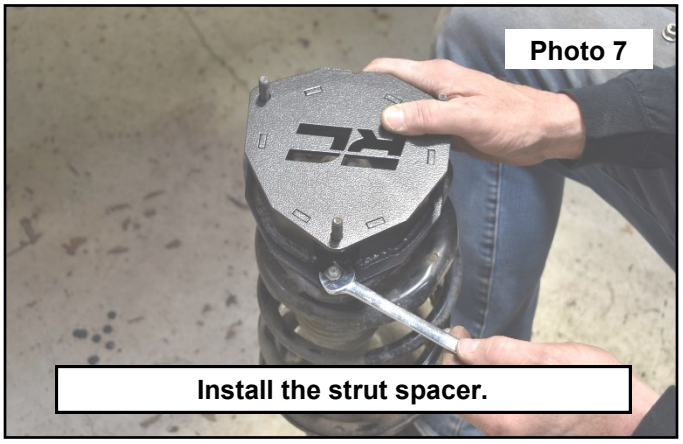


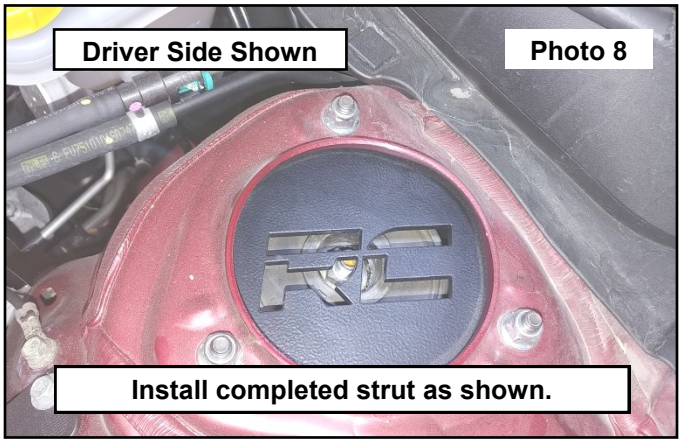
7. Remove the sway bar end link from the strut using a 17mm socket and let hang out of the way. **Photo 5**
8. Move to under the hood and utilizing a helper, remove the upper strut nuts using a 14mm socket. Make sure to not drop the strut. **Photo 6**



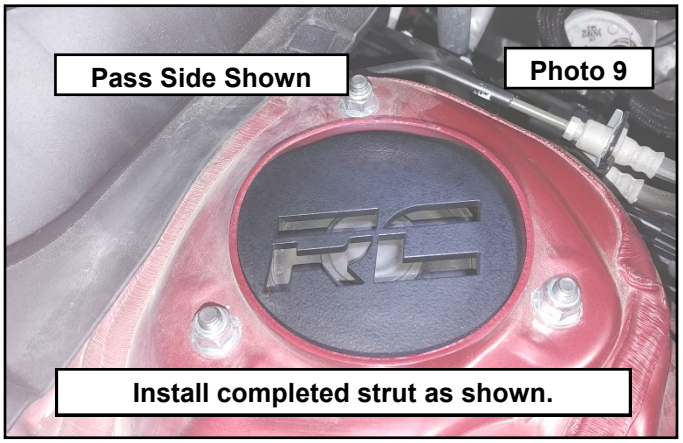


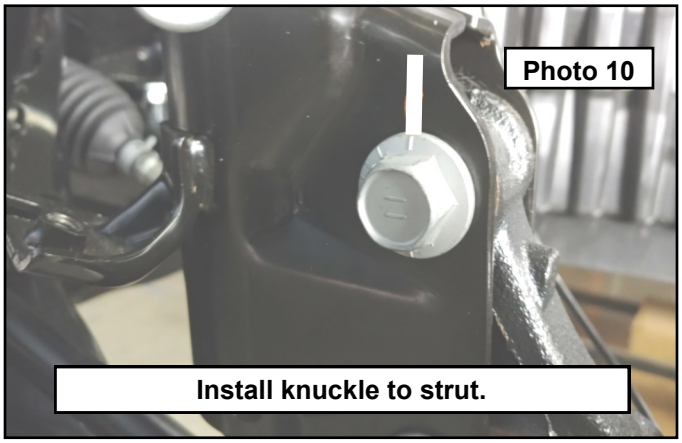
9. Install the strut extension onto the removed strut assembly using the factory nuts and torque to 15 ft-lbs. The strut extensions are universal for either side. **Photo 7**
10. Using an assistant, install the completed strut assembly using the provided 8mm hardware. Do not fully tighten at this time. Driver side shown for orientation of the strut extension. These spacers are offset to correct camber and caster and the RC Logo must be orientated as shown for proper alignment. You will be able to read the logo properly when standing at the wheel and looking into the engine bay. The logo of the extension must look as shown for proper alignment. **Photo 8**



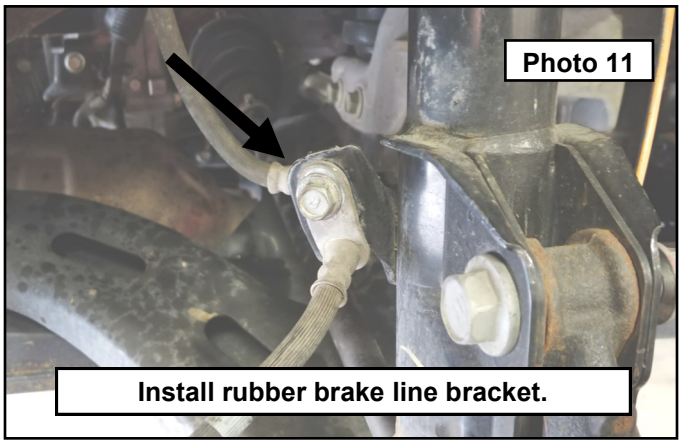


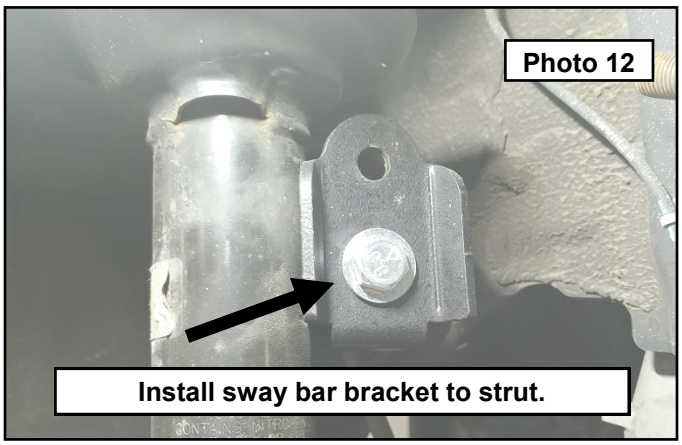
11. Install the completed passenger side strut assembly as shown using the provided 8mm hardware. Do not fully tighten at this time. **Photo 9**
12. Install the knuckle to the strut body using the factory hardware. Make sure to install the upper cam bolt with washer on the nut side. This bolt has marks 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**



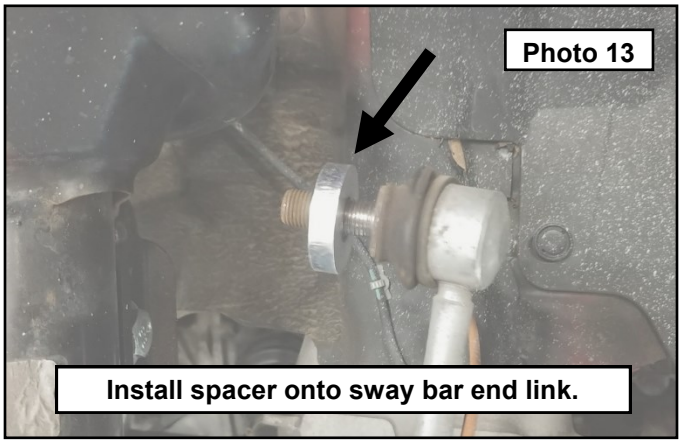


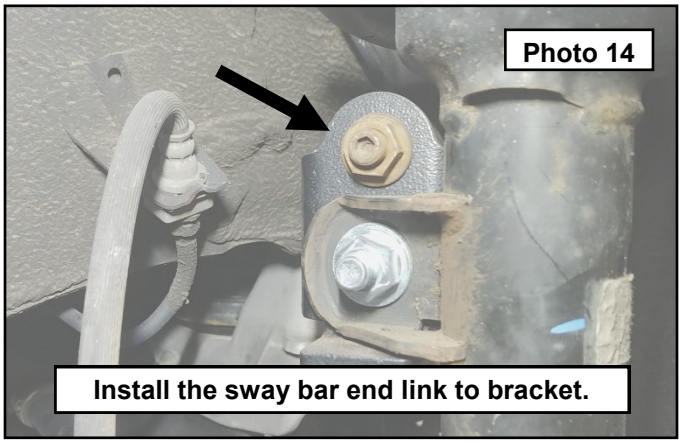
13. Install the rubber brake line bracket to the strut body using the factory hardware. Torque to 5 ft-lbs. **Photo 11**
14. Install the sway bar bracket to the strut using the provided 12mm x 35mm bolts, nuts, and washers. Do not tighten at this time. **Photo 12**





15. Install the provided spacer onto the sway bar end link. **Photo 13**
16. Install the sway bar end link to the bracket using the factory hardware. Torque the end link and bracket bolts to 45 ft -lbs. **Photo 14**

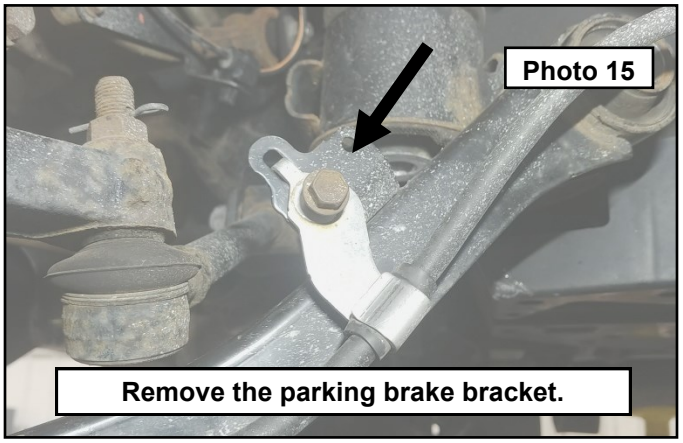


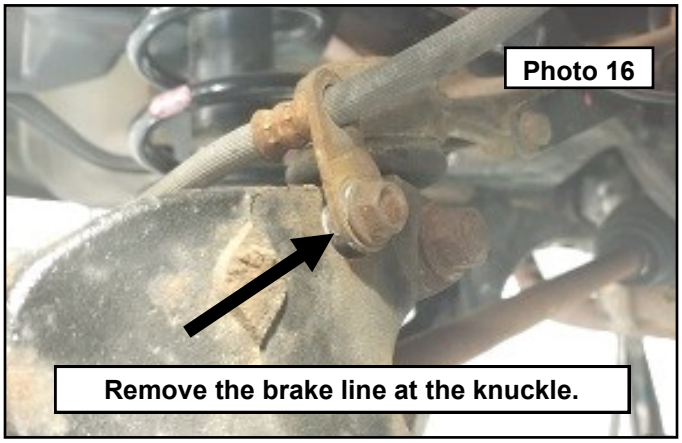


17. Install the wheels and tires, lower the vehicle off the jack stands, and torque the lug nuts to the wheel manufacturers specs. Block the front wheels with the blocks for safety.
18. Torque the upper strut hardware to 30 ft-lbs.

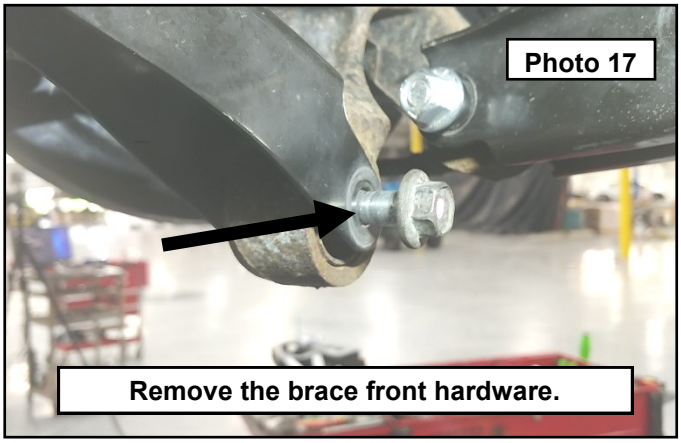
Rear Installation

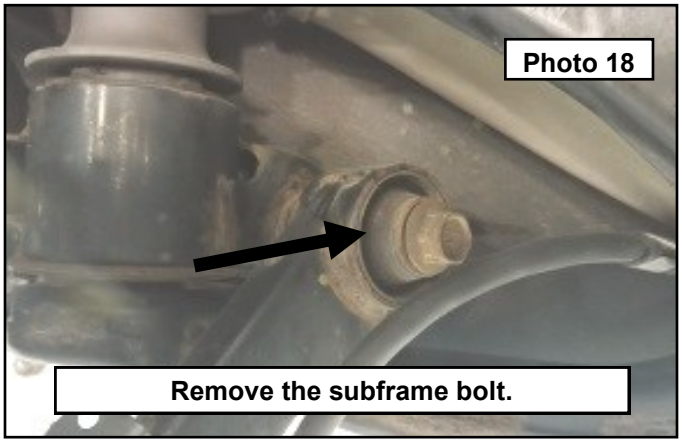
1. Jack the rear of the vehicle up and place the safety stands at the indicated jack points for the rear of the vehicle as found in the service manual. Lower the vehicle to the stands and remove the rear wheels. Work on one side at a time to keep the subframe stable.
2. Support the rear cradle with a suitable jack. Remove the parking brake cable using a 12mm socket. **Photo 15**
3. Remove the brake line bracket at the knuckle using a 12mm socket. **Photo 16**



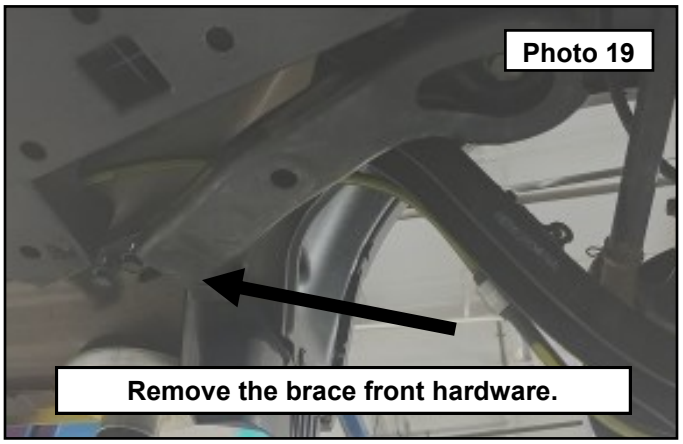


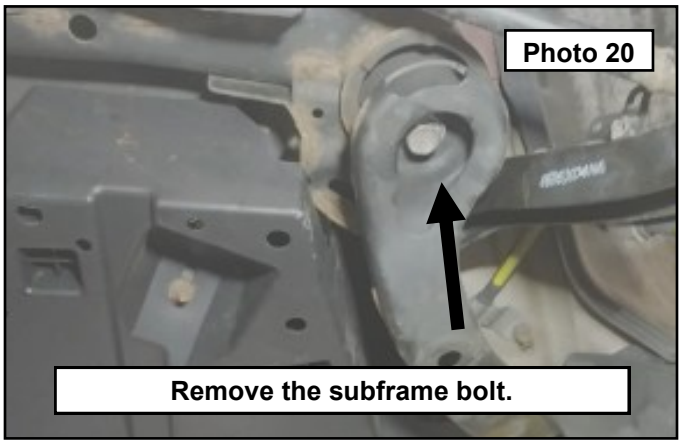
4. Remove the trailing arm hardware at the knuckle using a 17mm socket. **Photo 17**
5. Remove the trailing arm at the subframe using a 22mm socket. **Photo 18**



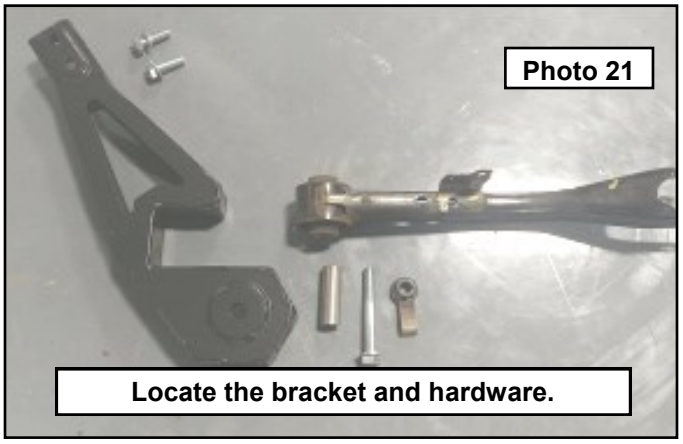


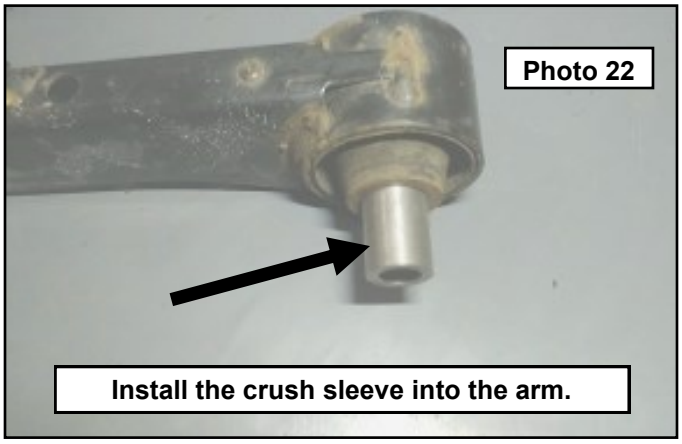
6. Remove the subframe brace front hardware using a 15mm socket. **Photo 19**
7. Remove the subframe bolt using a 19mm socket. **Photo 20**



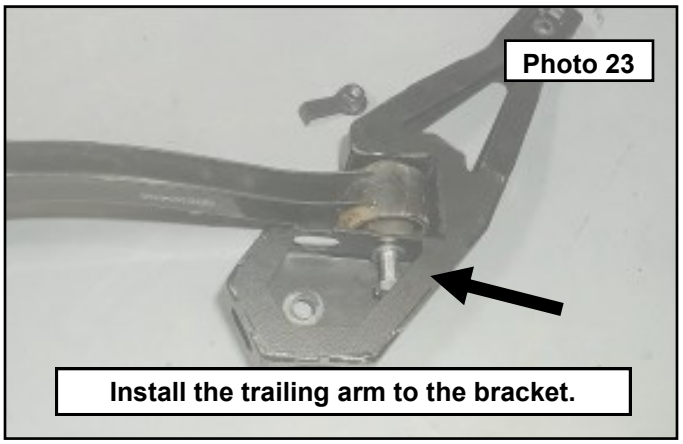


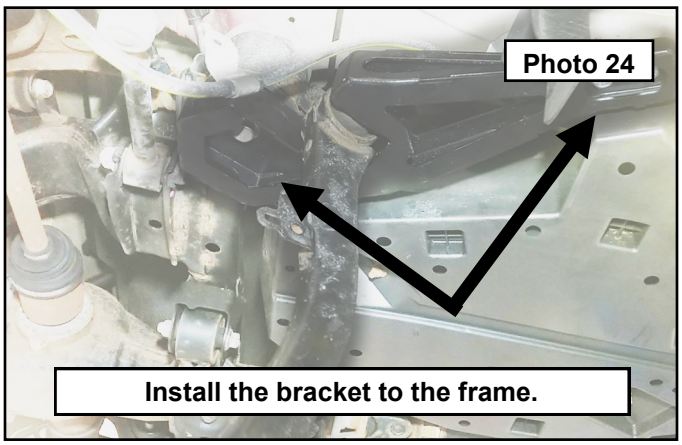
8. Locate the trailing arm drop bracket and 12mm x 90mm bolts, washers, flag nuts and crush sleeve. **Photo 21**
9. Install the provided crush sleeve into the factory trailing arm. **Photo 22**



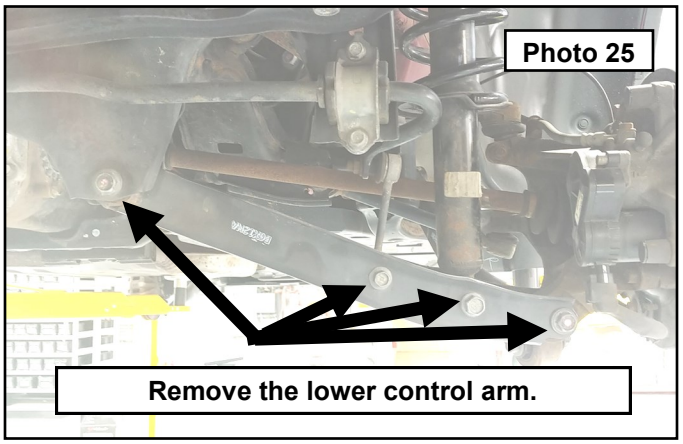


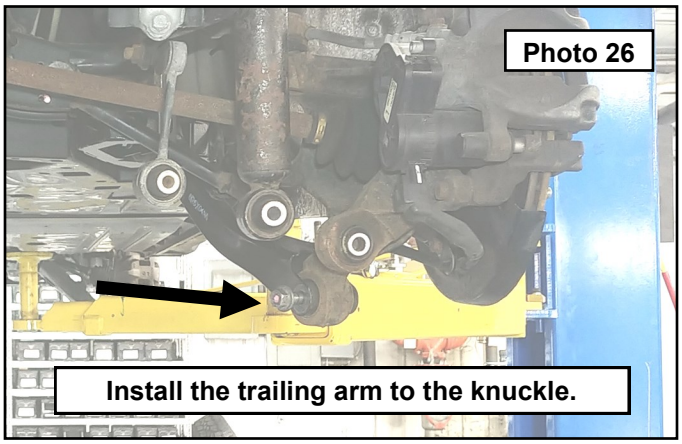
10. Install the trailing arm to the RC drop bracket using the 12mm x 90mm bolt, washer and flag nut as shown. You will slide the bolt through the opening in the side of the bracket. Do not tighten at this time. **Photo 23**
11. Install the drop bracket to the subframe and body using the factory subframe bolt and the provided 10mm bolts and washers. Add a drop of thread locker to all hardware. Torque the subframe bolt to 145 ft-lbs and the 10mm hardware to 45 ft-lbs. **Photo 24**



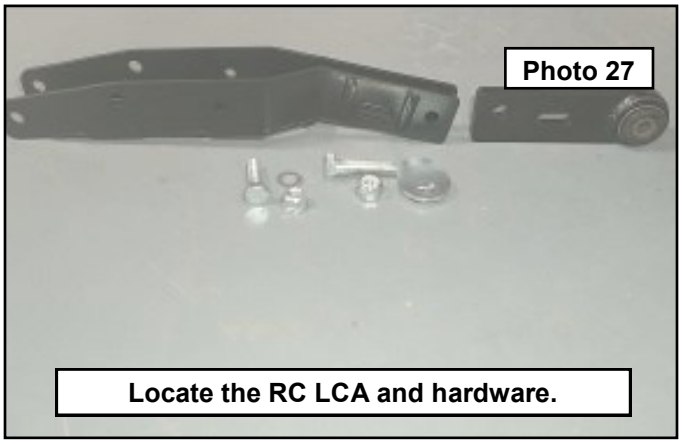


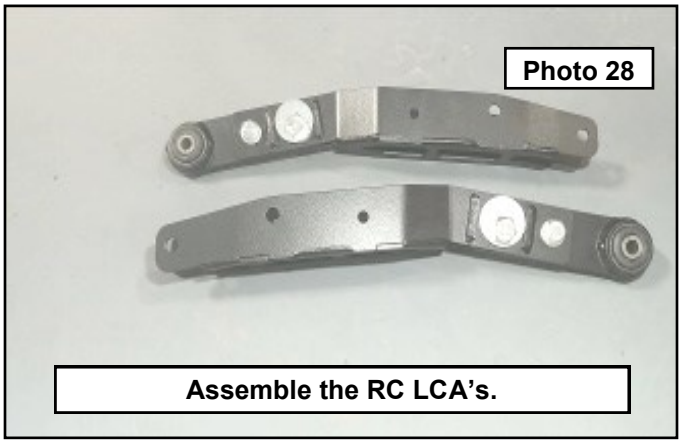
12. Remove the rear lower control arm from the frame, strut, sway bar end link and knuckle using 17 and 14mm sockets. Mark where all the hardware comes from for reinstallation in a later step. **Photo 25**
13. Install the trailing arm to the knuckle using the factory hardware. Do not tighten at this time. **Photo 26**



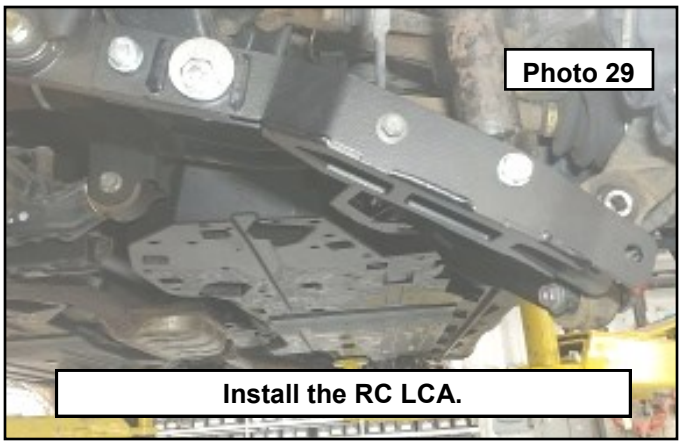


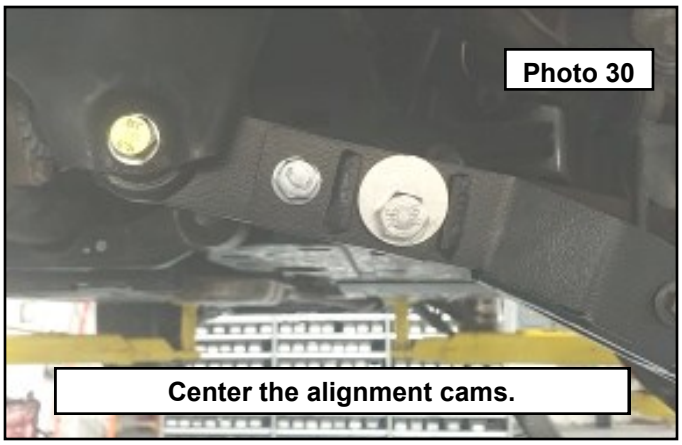
14. Locate the rear lower control arm hardware, adjustable and fixed control arm sides. **Photo 27**
15. Assemble the rear lower lifting control arms. The frame end with the bushing will get installed into the adjustable side using the provided cam bolts, cam washers, 14mm nuts, and the provided 12mm x 45mm bolts, washer and flange nuts. The slot in the fixed end will line up with the hole in the adjustable end and vice versa. Do not tighten at this time. **Photo 28**



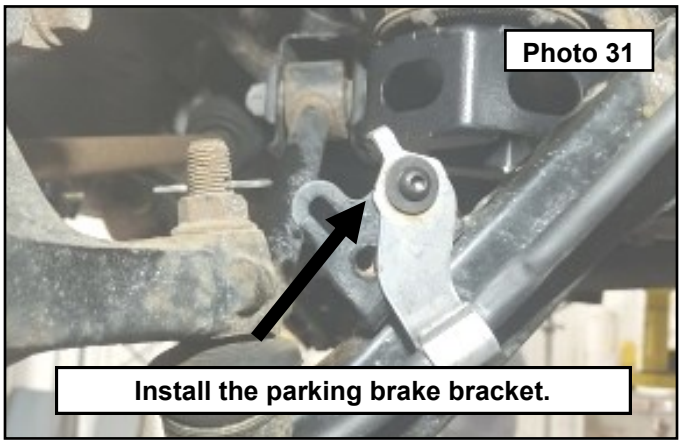


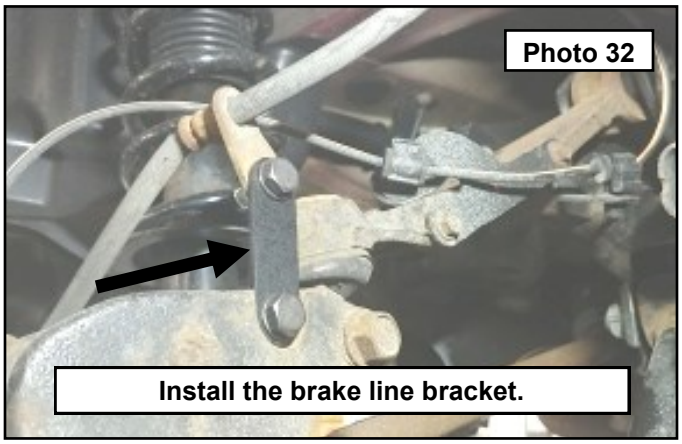
16. Install the assembled RC lower control arm to the frame, strut, sway bar end link, and knuckle using the factory hardware. Do not tighten at this time. **Photo 29**
17. Center the alignment cam. Torque the cam and the locking nut to 45 ft-lbs. This is only an initial torque and the final torque will be done by the alignment technician. **Photo 30**





18. Install the parking brake bracket to the trailing arm existing front hole using the provided 6mm hardware. Torque to 5 ft-lbs. **Photo 31**
19. Install the brake line bracket extension to the knuckle using the factory hardware and 12 mm socket. Install the factory brake line bracket to the extension using the provided 8mm hardware. Torque all to 5 ft-lbs. **Photo 32**





20. Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturers specs.
21. Reconnect the vehicles battery.
22. Jounce the vehicles suspension to get it to settle to the new ride height. You may find it best to roll the vehicle forward and backwards a few feet while cycling the steering from lock to lock.
23. Once the suspension has settled to the new ride height, torque the trailing arm, RC lower control arm and strut hardware to 135 ft-lbs, and the sway bar end link hardware to 30 ft-lbs.
24. Have the alignment set to the provided specs. You may have to mention to the alignment tech that you now have camber and toe adjustments with your new High Clearance RC lift control arms. The final toe numbers can be fine tuned with the factory toe cams. Have the tech torque the cam hardware to 95 ft-lbs and the locking bolt to 45 ft-lbs when they are done adjusting the rear alignment. The front alignment is done the same way as factory with the knuckle bolt and the tie rod ends.

FRONT	DRIVER	PASSENGER	TOLORANCE
CAMBER	+0.0	+0.0	+/-0.5
CASTER	+4.5	+4.5	+-/0.5
TOE	+0.0	+0.0	+/-.05
REAR	DRIVER	PASSENGER	TOLORANCE
CAMBER	-1.0	-1.0	+/-0.5
TOE	+.07	+.07	+/-.05