



Front Subaru adjustable top mounts

INTRODUCTION

Thank-you for purchasing our product. Be sure to read the complete installation instructions before continuing. If you require assistance, please contact your local vendor.

All CNC components and stainless steel hardware have a limited lifetime warranty against any manufacturing or performance inhibiting defects. Normal wear and usage is not covered.

Even though DMS Top Mounts are machined within the highest standards possible and of a very high grade aircraft 6061 T6 aluminium, failure to follow these instructions may result in damage to the top mounts or other components of the car. Only qualified technicians should attempt installation of this product.

This product is designed for off-road use only and has been tested in the most extreme conditions such as professional rallying, Road Racing, and Ice racing in all seasons conditions and climates.



A



E



F



C



D



B



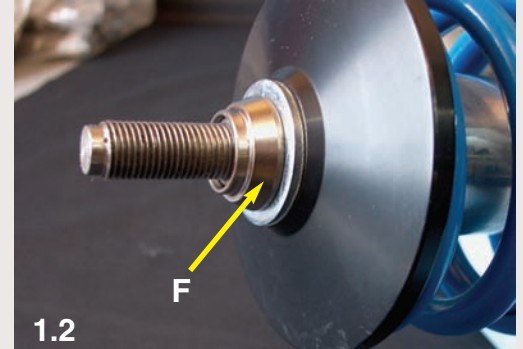
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Front Subaru top mount INSTALLATION INSTRUCTIONS

(a) PREPARATION

- 1) The parts in **DIAGRAM # 1.1** need to be installed on the strut assembly. Place the supplied ferrule (F) over the OEM washer on top of the spring top hat of the shock assembly or original spring perch **DIAGRAM # 1.2**. The ridge on the ferrule will sit inside the bearing.



- 2) Place the assembled bearing housing (B) securely over the ferrule (F). Bearing fits on outside ledge of ferrule as in **DIAGRAM # 2.1**. Attach to strut with tube nut (E) and torque to 41 ft/lbs. Shock assembly is now ready to install in car. If bearing is not installed in housing, proceed to **SECTION # C**.



- 3) Install mounting studs in base plate (A) for the correct position for your desired application. (GC or GD). Application is engraved on back side of mounting plate. Be sure to choose the appropriate alignment whether using camber only, or camber and caster adjustments. In Diagram 3.1, The RH mount is shown with both GD configurations. Secure studs with some thread sealer as shown **DIAGRAM # 3.2**, and torque to 16 ft/lbs for m8 bolts.





4) Install mounting plate (A) assembly into car as normal and torque nuts to 14.5 ft/lbs. **DIAGRAM # 4** shows the RH mount in the Camber / Caster position. Mount is now ready to accept the strut assembly.

(b) INSTALLATION



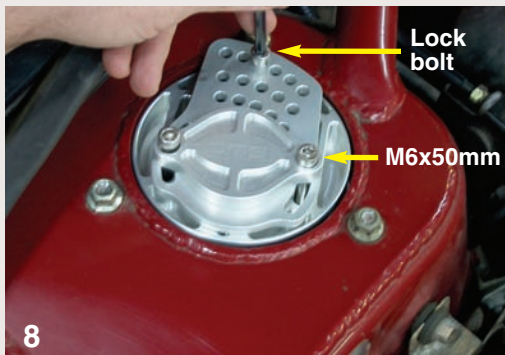
5) To install the shock and bearing housing into mounting plate, slide the entire assembly from below into the guides on the backside of the mounting plate as shown in diagram.

6) To adjust for desired camber, move the bearing housing (B) in one direction or the other. Diagram 6.1 shows the RH mount with the maximum allowed camber and caster. **DIAGRAM # 6.2** is the least amount of camber and caster.



7) Once desired camber is achieved, place the locking plate (C) over top of the bearing housing (B). The locking plate can go in any direction, choose the orientation that allows a clear passage to secure the locking bolt into the mounting plate as indicated.

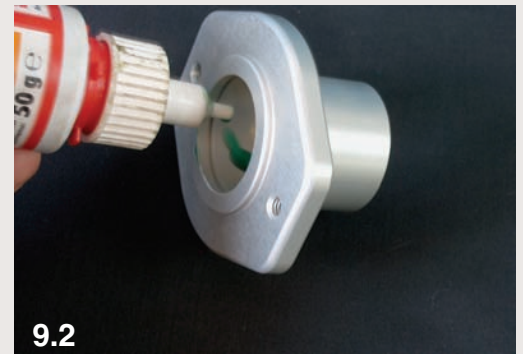




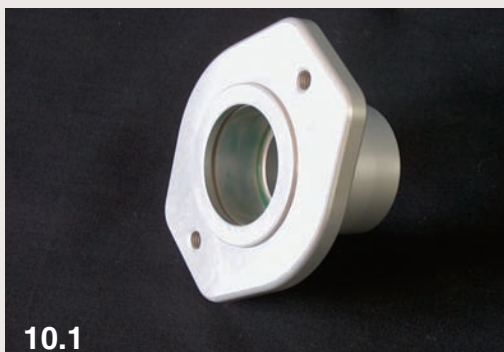
- 8) Secure the locking plate using the supplied m6 x 20mm lock bolt. The long m6x 50mm bolts are used to lock the name plate (D) onto the bearing housing. Tighten all bolts firmly by hand. Be careful not to over tighten, as you may strip the aluminum threads. See addition comments in **SECTION # C**.

(c) ADDITION COMMENTS & INSTRUCTIONS

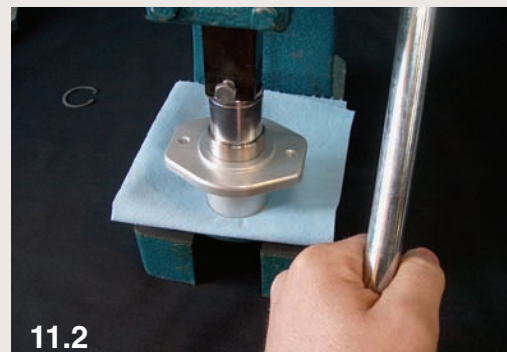
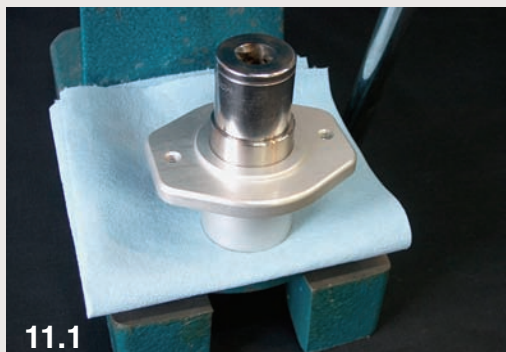
- 9) To install or replace the pilo bearings, begin by covering interior of bearing housing (B) with bearing retainer fluid to secure a perfect press fit as in **DIAGRAM # 9.2**.



- 10) After applying an even coverage of the bearing retainer fluid, place the bearing as shown in **DIAGRAM # 10.2**. Be sure it is square and sits on the 1st step of the housing (this is not visible as it is only .00005" difference). Rotate the bearing in place to assure a proper initial placement.



11) Using a 22mm or 7/8" socket, place the open end over the bearing race as shown in **DIAGRAM # 11.1**. Using a small press, apply sufficient pressure to compress the bearing into the housing. BE SURE EVERYTHING IS SQUARE TO AVOID DAMAGE TO HOUSING.



12) Using a pair of snap ring pliers, install the circlip into the groove above the bearing. If no groove is visible, the bearing must be pressed further into the housing. Repeat step #11. Once in place, tap a 21mm socket on the circlip to assure proper engagement into the groove as in **DIAGRAM # 12.2**.



COMMENTS

The amount of camber or caster allowed from vehicle to vehicle may vary depending on other components such as anti-lift kits or the type of suspension being used. The position of the OEM camber bolt will also affect the amount of camber one may achieve. DMS does not recommend any more than 4.5 degrees of negative camber IN ANY SITUATION. It becomes a point of diminishing return.

Each position on the locking plate in the camber only location will allow about .2 degrees of adjustment. In the Camber and caster position, it is about .12 degrees of camber, and .2 degrees of caster.

The pilo bearings used in our applications is custom made for motor sport use for DMS and should allow more than a full season of any type of professional competition. If used in street applications, it is not un-common to see more than 35,000 miles before signs of wear begin appearing (increased chassis noise, some small chattering, or light rotational binding).