

PERRIN

PERFORMANCE

Rear Endlink Kit w/Urethane Bushings for 08+ Impreza

Thank you for purchasing this PERRIN product for your car! Installation of this product should only be performed by persons experienced with installation of aftermarket performance parts and proper operation of high performance vehicles. If vehicle needs to be raised off the ground for installation, the installer must use proper jacks, jack-stands and/or a professional vehicle hoist for safety of the installer and to protect property. If the vehicle is lifted improperly, serious injury or death may occur! Please read through all instructions before performing any portion of installation. If you have any questions, please contact our tech department prior to starting installation.

SUSPENSION INSTALLATION NOTE

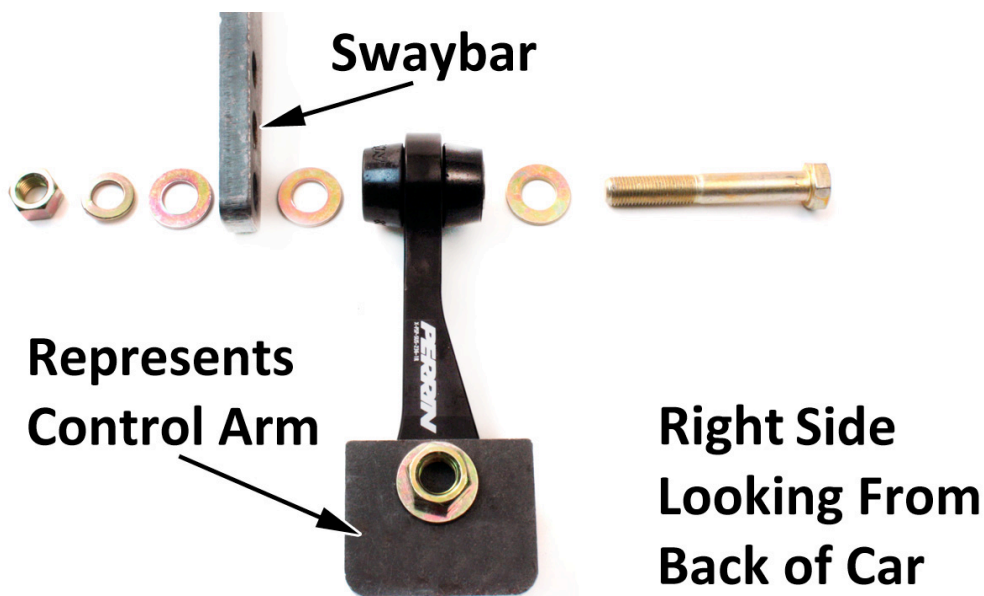
Installation of this product is a modification to the vehicle suspension. As a result, the vehicle may handle differently than that of factory-equipped vehicles. As with any vehicle extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state or country. Consult your owner's manual, service manual, instructions accompanying this product, and local laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

Parts Included with PERRIN Rear End Link Kit:

- (2) PERRIN 08 Rear endlinks
- (1) Energy Suspension Grease packet
- (2) 3/8-24 x 2.5" bolts grade 8 hex bolts
- (2) 3/8" grade 8 split washer
- (6) 3/8" grade 8 washers
- (2) 3/8-24 grade 8 nuts

Rear End Link Install

1. Raise vehicle onto jack stands or professional hoist.
2. Remove rear endlink on both sides of vehicle.
 - a. Use 14mm wrenches to remove upper and lower endlink bolts. If nuts on swaybar do not come off and spin center bolt, use M5 allen wrench to hold while removing nut.
 - b. Loosen 17mm bolt (at least 4 turns) securing bottom of shock to control arm. This will allow the arm to spread open a small amount for removing stock endlink and reinstalling PERRIN endlink.
3. Using below picture of right side of vehicle (looking from back of car toward front) for illustration, install end links to swaybar. **NOTE: Make sure that the laser engraving is readable from the back of the car, and that the x-psp-sus-236-1L is on the LEFT and x-psp-sus-236-1R is on the right. Do left and right sides before proceeding to next step.**



- a. Install supplied 3/8" washer onto head of bolt.
- b. Place bolt through endlink, then install one more 3/8" washer. **NOTE: Apply a small amount of grease to both sides of endlink bushing that touch 3/8" washer.**

- c. Install endlink w/bolt and washers to swaybar then install supplied 3/8" flat washer, then 3/8" lock washer, then 3/8" nut to secure endlink to swaybar. Leave loose at this time.

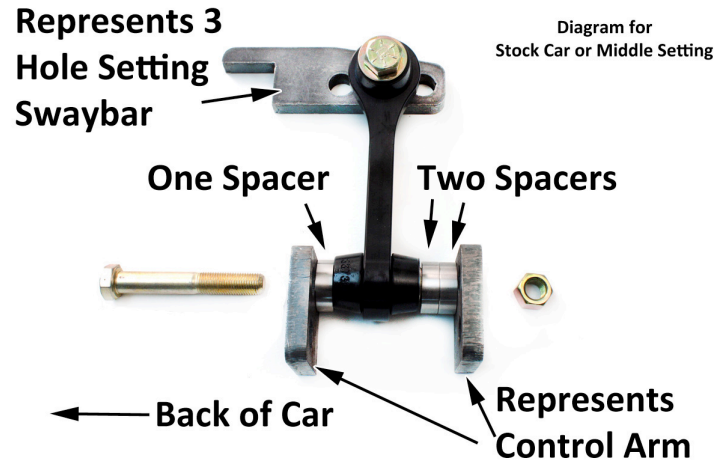


Diagram above shows a typical install of PERRIN endlink on a stock car or a PERRIN Swaybar on the Middle Setting

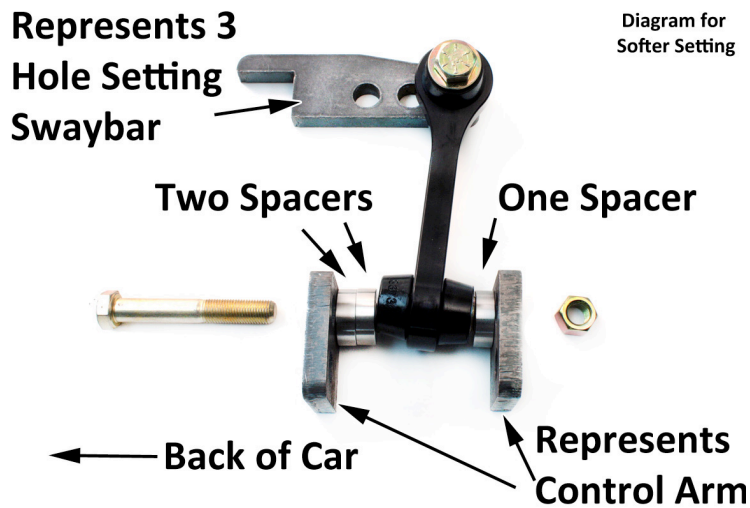


Diagram above shows a typical install of PERRIN endlink on a PERRIN Swaybar on the Softer Setting

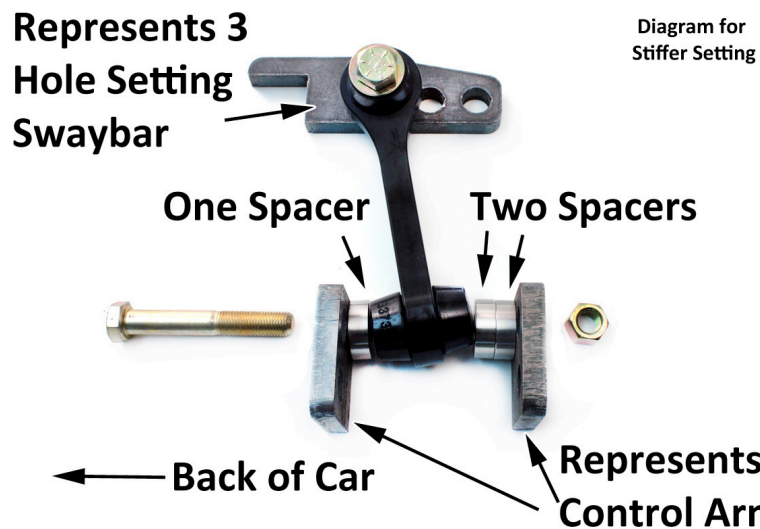
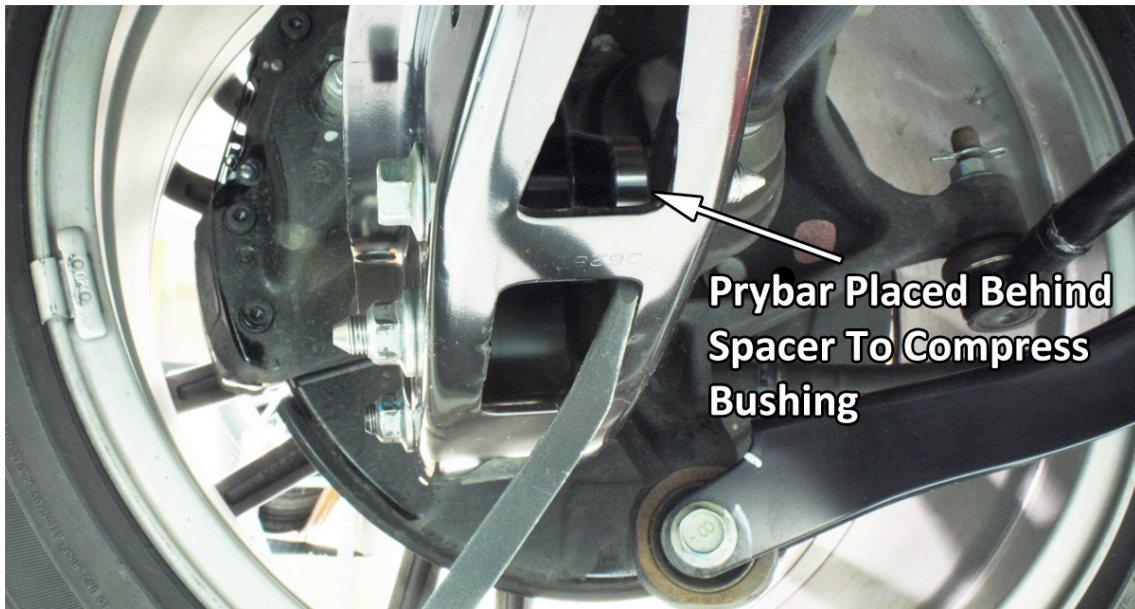


Diagram above shows a typical install of PERRIN endlink on a PERRIN Swaybar on the Stiff Setting

4. Drop endlink into control arm if this is not already done from above step. Note: Make sure and apply a small amount of grease to faces of bushing where it will touch spacers in next step.
5. Starting with right side of car, install stainless steel spacers between control arm and endlink. **NOTE: It's important to orient spacers to create the least amount of deflection from bushings. The setting and brand of swaybar will dictate how the spacers are arranged. Follow the above (3) diagrams (looking from the right wheel toward endlink) to help guide you through the next steps.**
 - a. Slide OEM bolt partially into back side of control arm and install (1) or (2) supplied SS spacers, and push bolt through spacer and endlink.
 - b. Install remaining spacer (or spacers depending on swaybar) between endlink and inside of control arm. The last spacer will be tight as it requires slight compression of the bushing to squeeze in there. **NOTE: This will require the use of a small prybar or flat head screw driver squeeze bushing into place. Pry lightly against the last spacer and inside of control arm from bottom and drop spacer in from top, as shown below.**



- c. With all (3) spacers installed, push bolt through control arm and and Install OEM nut onto bolt, but leave loose at this time.
 - d. After right side is complete, do the same steps on the left side.
6. Tighten all bolts to 35-40-ft-lbs starting with upper connections on both sides then moving to lower control arm connections.
7. Tighten lower shock mount bolt and nut to 89ft-lbs.
8. Lower car from jack stands and take car for test drive.
9. If endlinks making any kind of noise, check for hardware being tight.
10. Over time, endlink bushings may need to be regreased. Only use supplied Energy Suspension Grease to lubricate both the internal sleeve in bushing and face of bushing that touches the washers. Failure to use this grease can damage bushings over time. If additional grease is needed, give our Tech department a call and we can get you taken care of.