



Factory Five Racing, Inc.

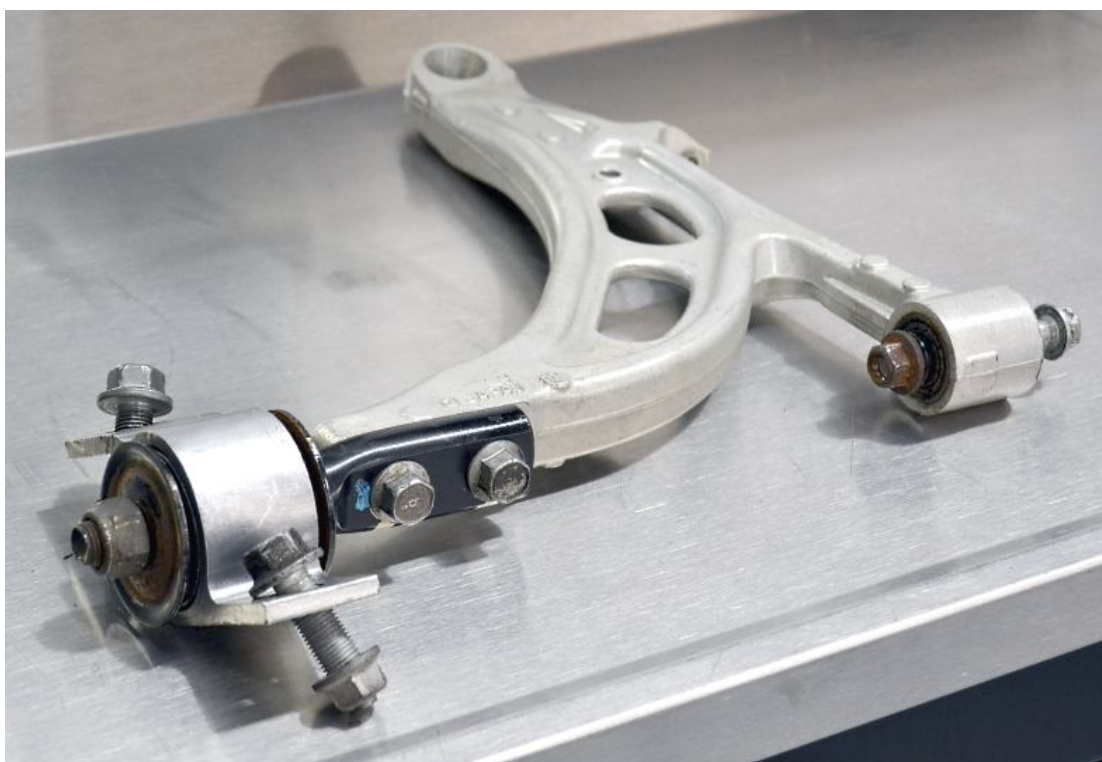
818 Kit

Assembly manual revision 1H update

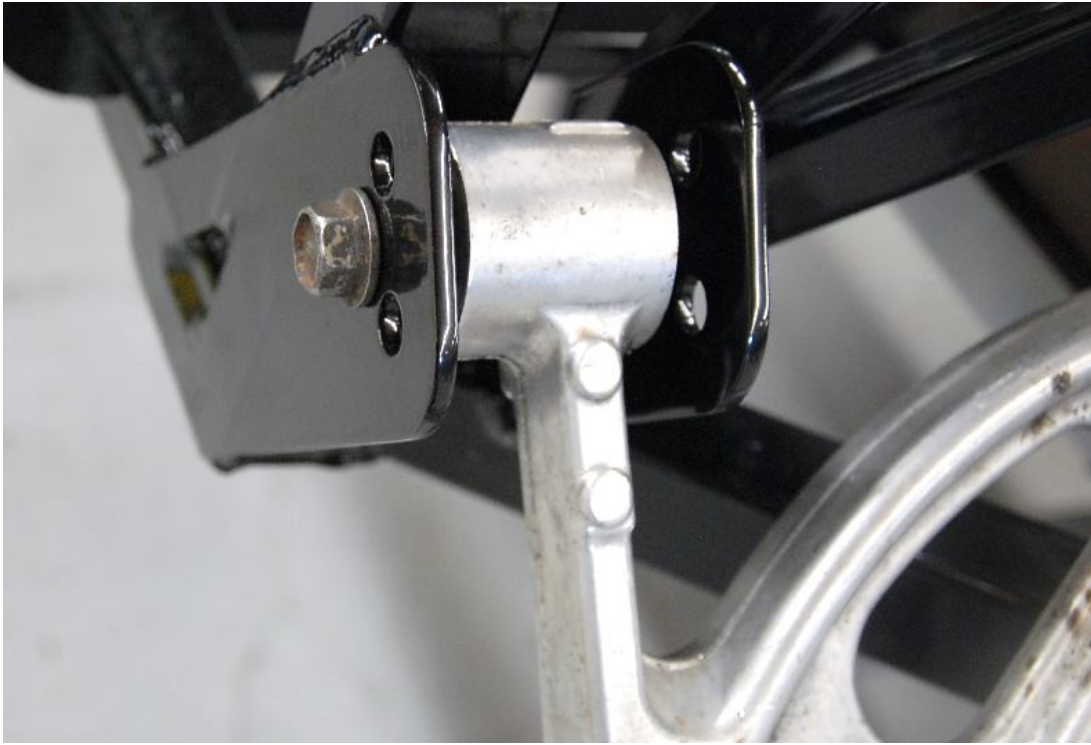
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Front lower control arm

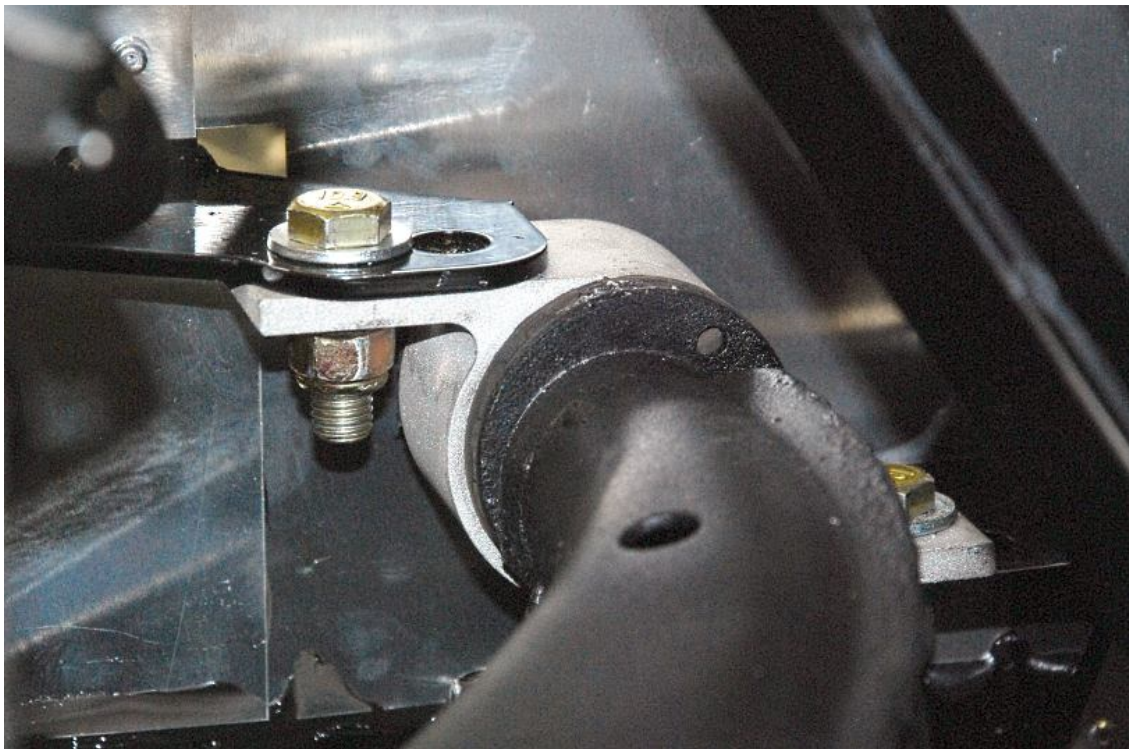
Assembly



The front of the lower control arms are installed on the chassis re-using the factory mounting hardware. The rear mount uses the factory mount bolts with two of the strut bolt locknuts.



The front of the lower control arms are installed on the chassis using the lower inside holes. For the 2.5 RS or wagon donors, the outside set of holes are used for the control arms. The upper holes are used for track ride height



The rear of the control arm bolts to the top of the bottom bracket and the bottom of the top bracket. As with the front bushing the inner set of holes is for the WRX sedan arms and the outer is for the 2.5RS and Wagon.

👉 For track ride height this bracket will be spaced up from the mount.

Front upper control arm

🚗 ½"-20 1.75" flange head bolts and locknuts, IFS components.

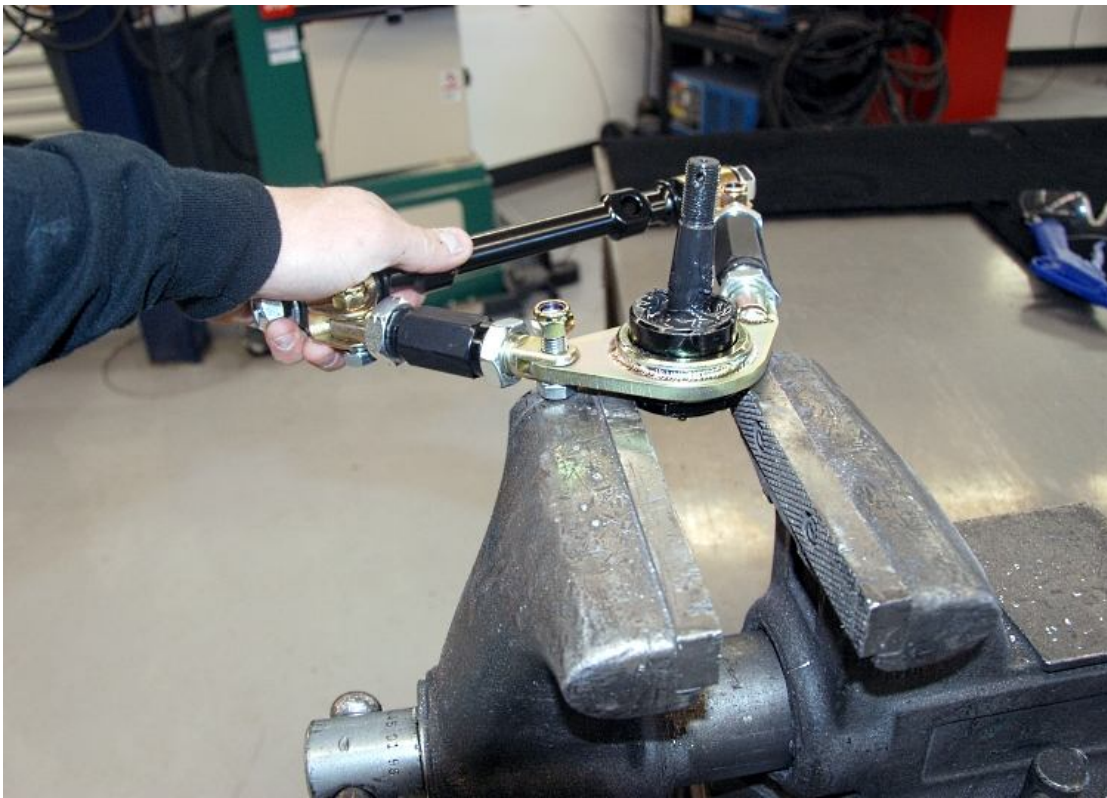
🔧 ¾" Wrench, ¾" socket, ratchet



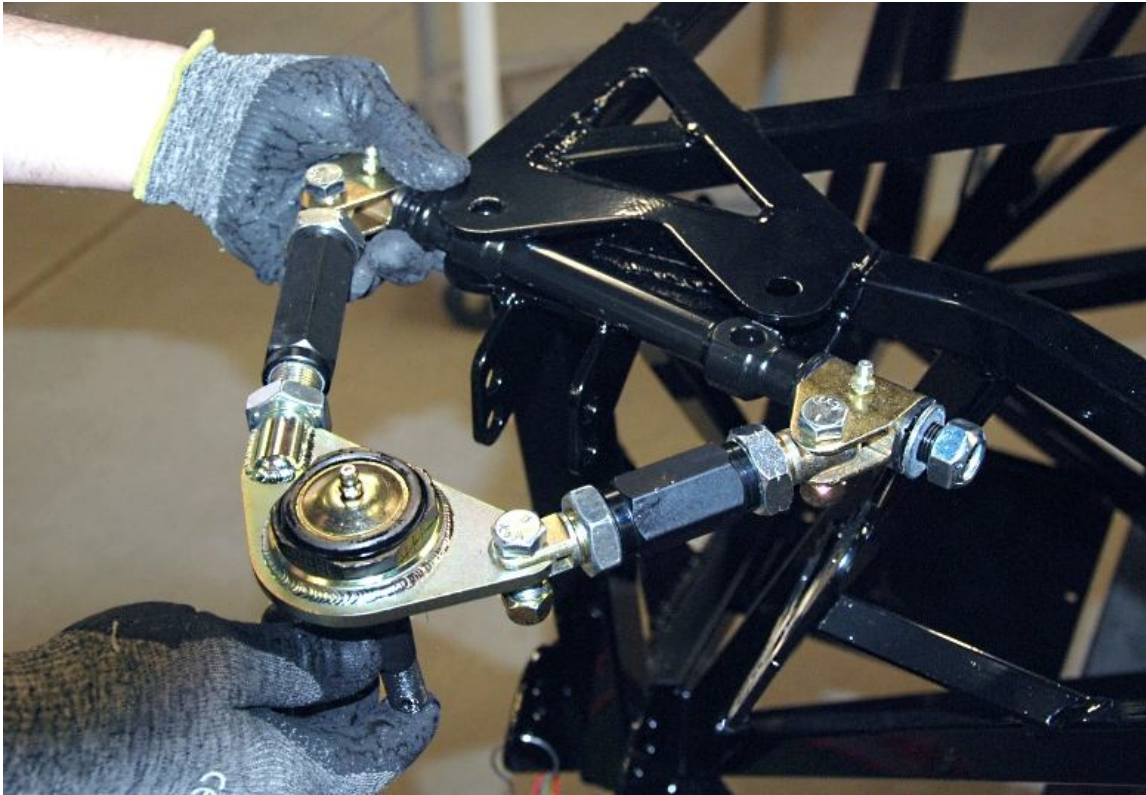
Test fit the upper control arms to make sure you are putting the ball joints in correctly. The welded side of the balljoint mount goes forward with the shorter adjusting arm toward the rear. The bolts holding the arm together should thread in from the top, switch them if they are incorrect.



Thread the upper ball joints into the arm from the top down. Use thread-locking compound on these threads to prevent them from loosening.



If you do not have a big enough socket, tighten the ball joint with a vice. Use the fixed arm of the control arm for leverage and tighten until the joints are completely seated and tight in the collar.



Install the upper control arms between the two sets of tabs.

Front outer CV joint

- 🚗 OEM front outer CV joint
- 🔧 Torque wrench



Insert the outer axle into the spindle

👉 This part is mandatory as it holds the front wheels bearings in place.



Re-install the outer CV axle nut loosely. Do not torque until after shock is installed.

Front outer CV joint torque



Torque the axle nut to the OEM spec. You may have to either wait until the brakes are connected or put a screwdriver through the rotor vanes to prevent the rotor from turning.

Steering Rack

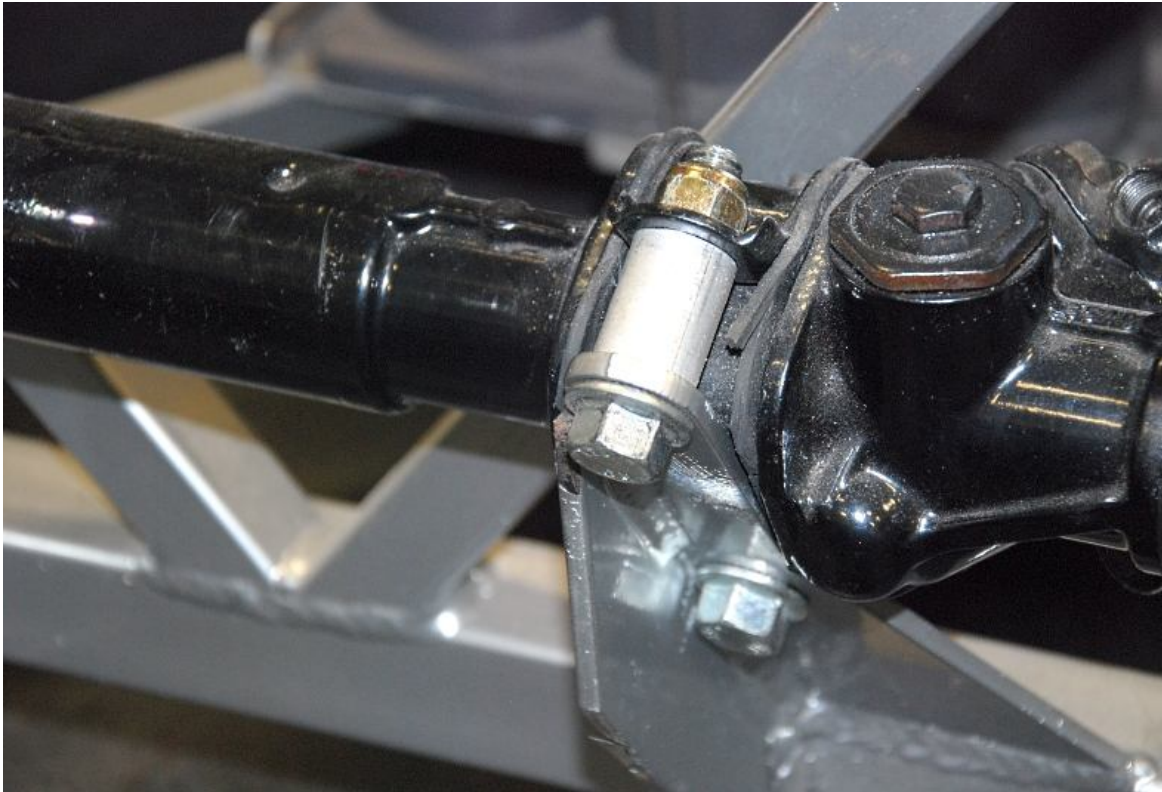
🛠 Steering rack, steering system hardware, $\frac{7}{16}$ "-14 x 2.25" hex head screws and locknuts.

🔧 $\frac{5}{8}$ " socket, $\frac{5}{8}$ " wrench, ratchet



Set the steering rack in place on the frame with the steering shaft stem on the left side pointed up at a shallow angle to the ground.

2002-04



Re-use the top saddle bracket and attach it to the chassis using the provided 0.93 inch spacers and $\frac{7}{16}$ "-14 x 2.25" hex head screws and locknuts from the bottom up.



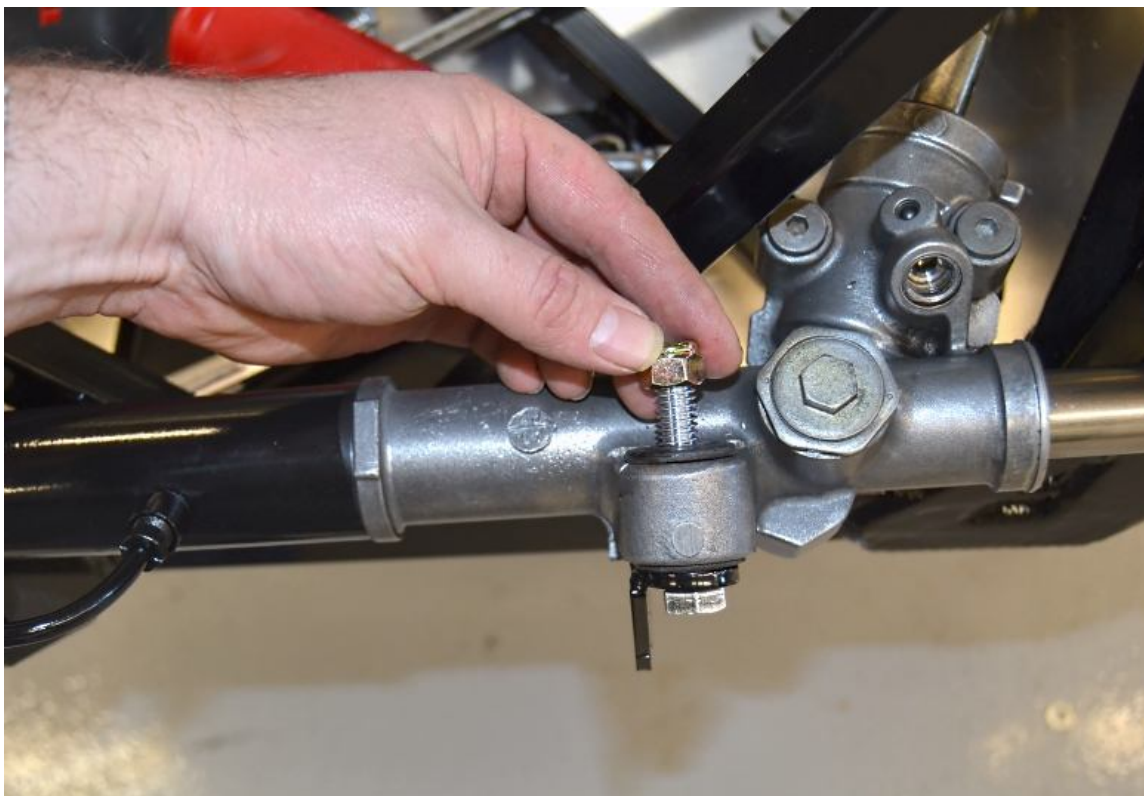
The steering rack support bracket mounts under the rack mount on the right side to locate the bottom of the rack.



Slide the bracket under the rack mount with the factory saddle clamp and bushing in place. 0.865 inch spacers go between the bracket and the rack mount.

Bolt the right side steering rack mount in place using $\frac{7}{16}$ "-14 x 2.25" hex head screws and locknuts. Insert the outer tie rod ends into the spindles. Leave the nut loose until the front alignment is done for easier adjustment.

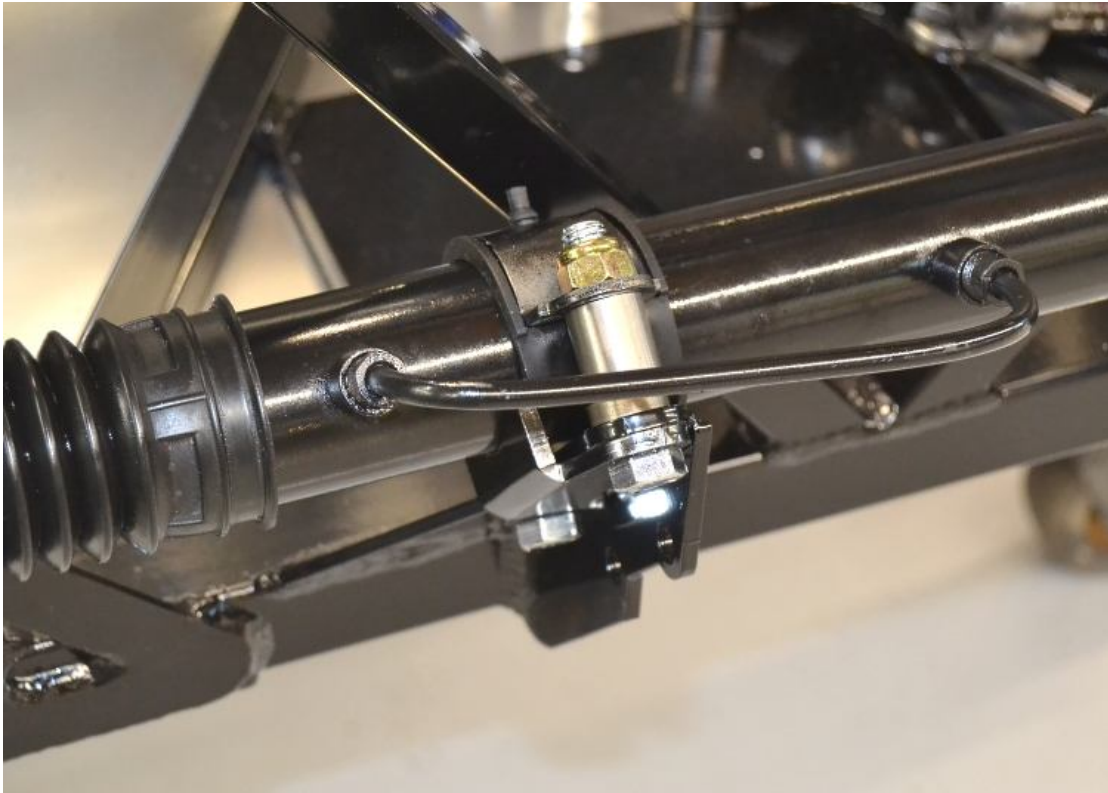
2005-2007



Bolt the left side mount directly to the frame using the provided $\frac{7}{16}$ "-14 x 2.25" hex head screws and locknuts from the bottom up.



The steering rack support bracket mounts under the rack mount on the right side to locate the bottom of the rack.



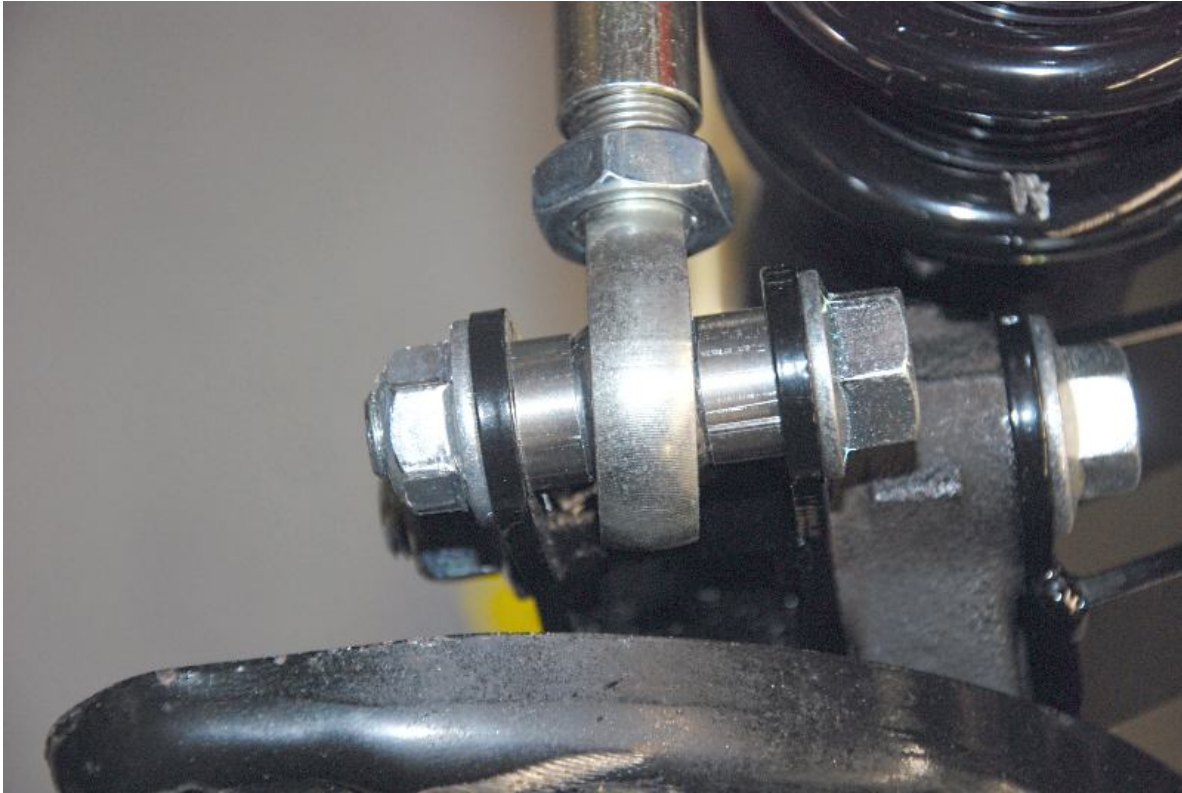
Slide the bracket under the rack mount with the factory saddle clamp and bushing in place. 1.12 inch spacers go between the rack mount and the bracket.

Bolt the right side steering rack mount in place using the spacers and $\frac{7}{16}$ "-14 x 2.25" hex head screws and locknuts.

Insert the outer tie rod ends into the spindles. Leave the nut loose until the front alignment is done for easier adjustment.

Rear control links

Lateral Link



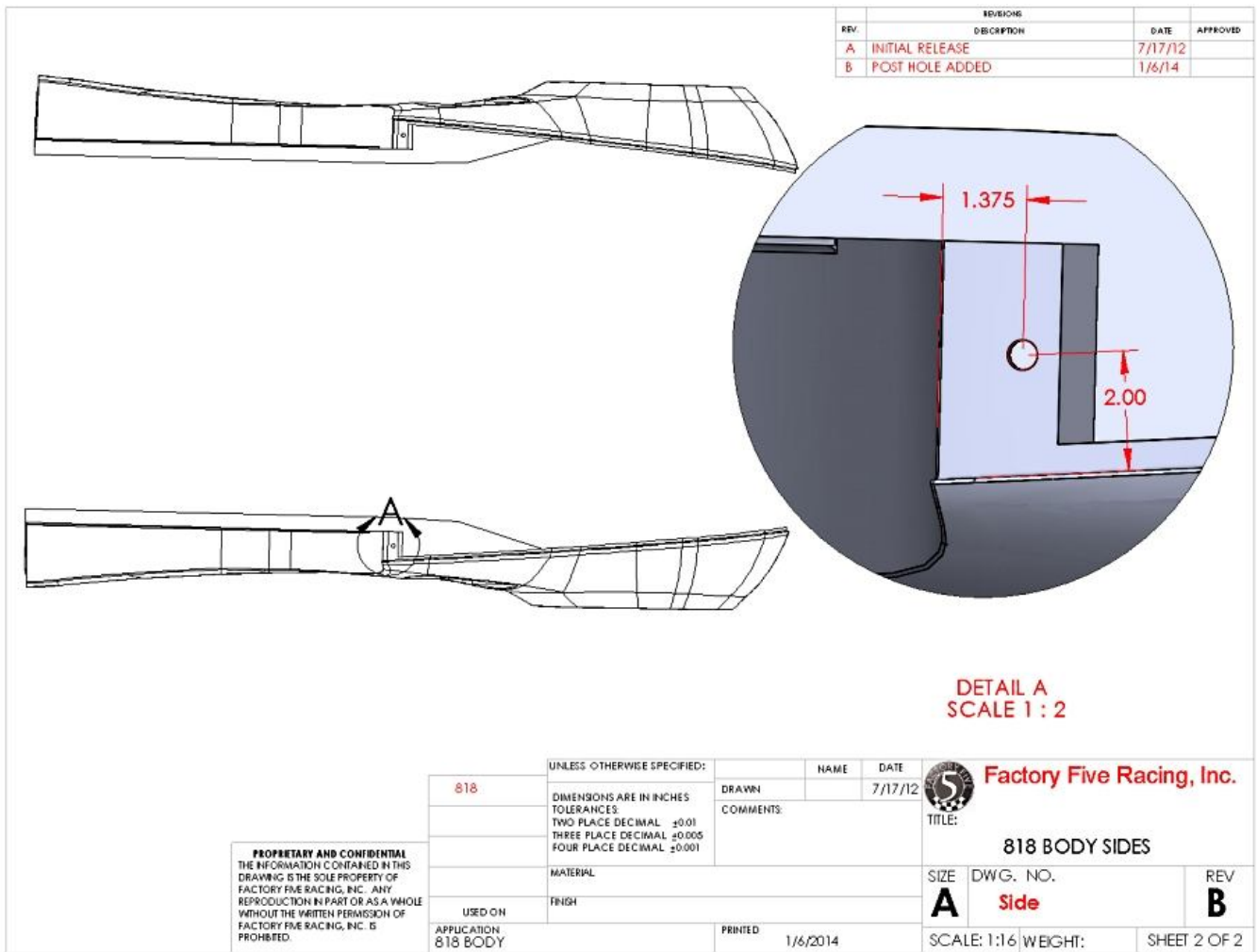
Bolt the upper lateral link to the spindle with the longer 0.375 inch spacers on the front side of the rod end, 0.25 inch spacers on the backside and ½"-13 x 2.50 inch hex head bolts and locknuts.



Attach the lateral link to the chassis in the lower set of holes for street use. Again, use the longer 0.375 inch spacers on the front side of the rod end, 0.25 inch spacers on the backside and ½"-13 x 2.50 inch hex head bolts and locknuts.

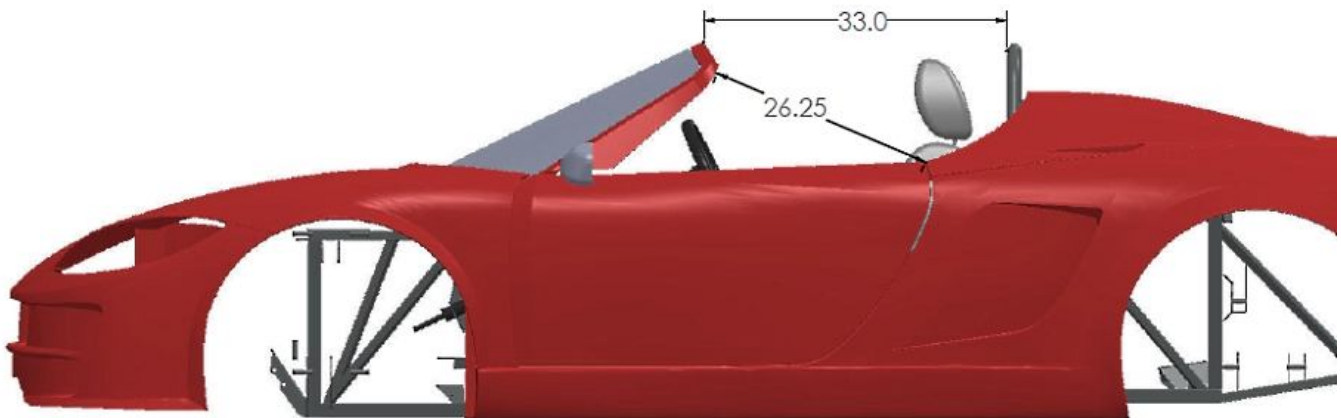
Front engine cover

✂ Ruler, marker, ½" drill bit, drill



Measure in $1\frac{3}{8}$ inches from the door opening and 2 inches in from the body seam and mark a line on the mounting pad.

Windshield



👉 If installing the convertible top, set the angle of the windshield to match the dimensions shown.

Door Liner

- ✂ Drill, $\frac{1}{8}$ " , $\frac{3}{16}$ " , $\frac{1}{4}$ " , $\frac{25}{64}$ " drill bits, Philips head screwdriver, marker, ruler/square, saw, M2.5 hex key, rivnut tool
- 🚪 Door hinge and latch hardware, door liners, Black #8 x $\frac{3}{4}$ " oval head screws, black countersunk washers.



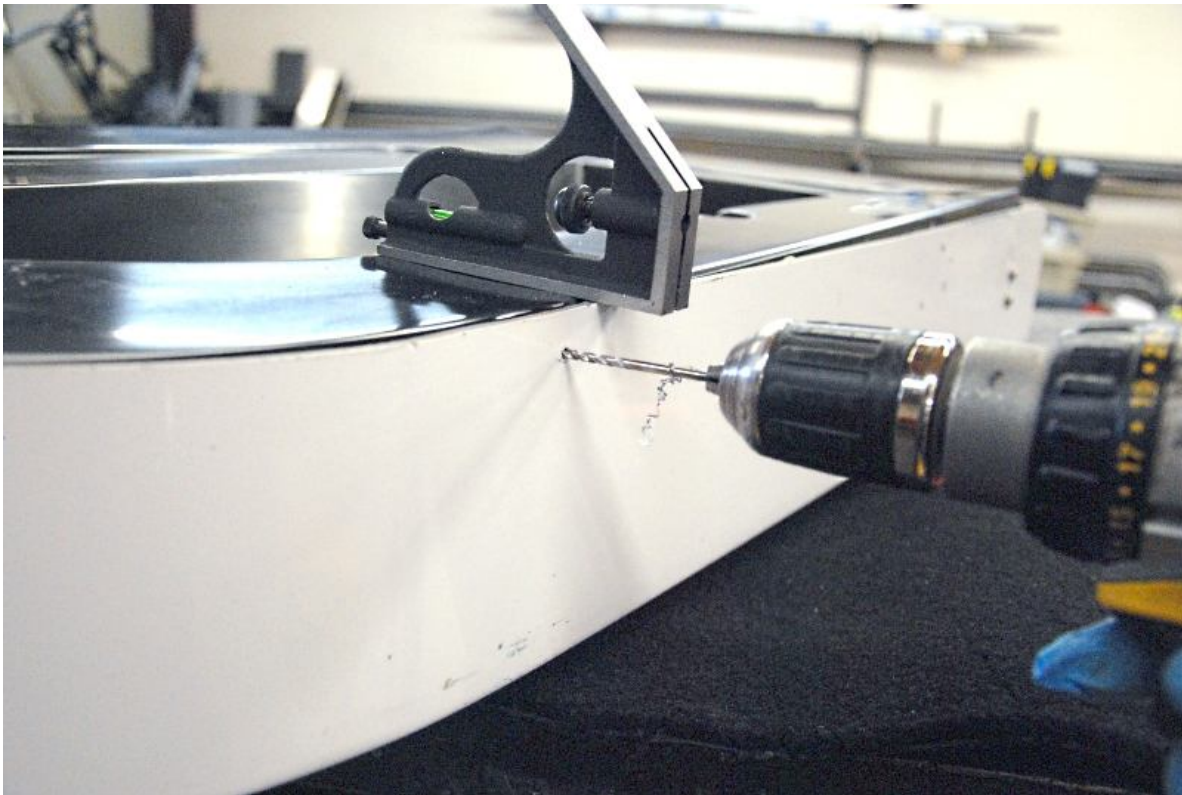
Place door liner on door with bottom flange inside outer shell.



Trim top flange to sideview mirror bracket.



Trim front of door liner to the front aluminum.



Set the door liner height so that it is flush with outer shell then drill $\frac{1}{8}$ inch holes through the outer shell and the liner for #8 black oval head screws and countersunk washers around the bottom and back of the door. Pull the liner out then drill oversized $\frac{3}{16}$ inch holes in outer shell so the screws pass through outer shell easily.



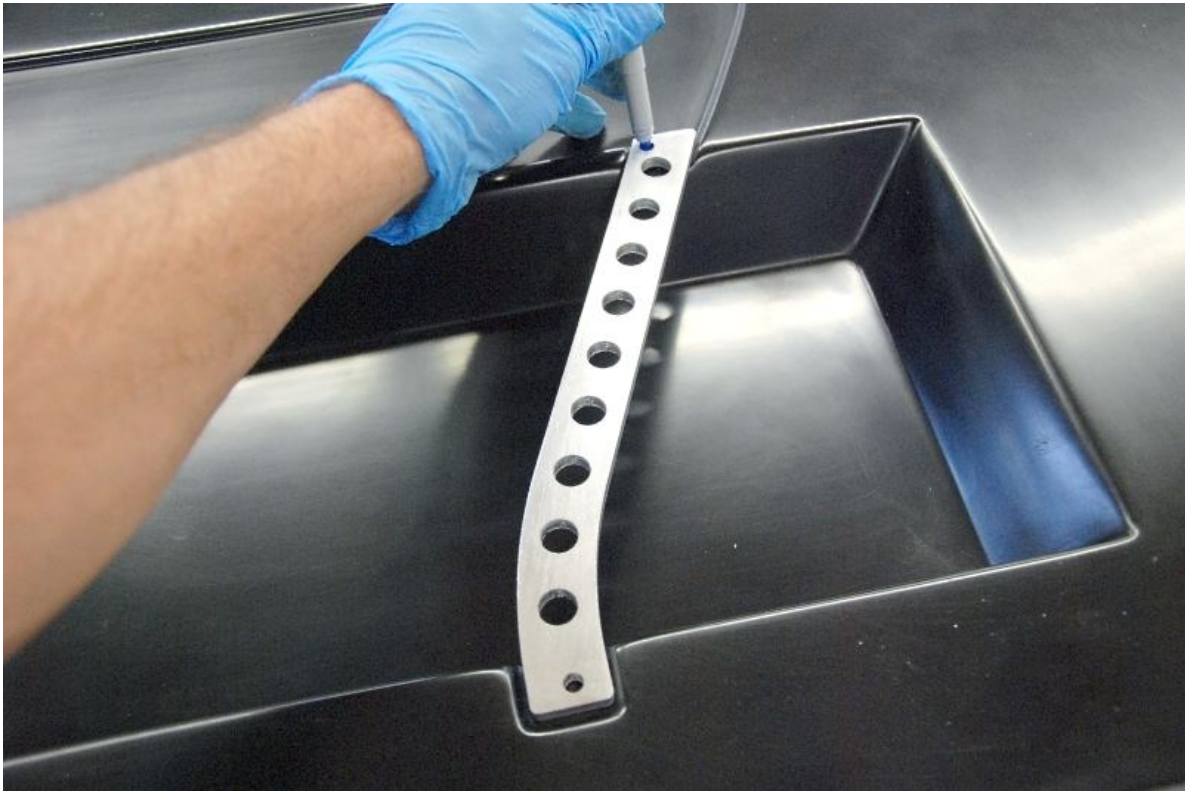
Install screws and countersunk washers.



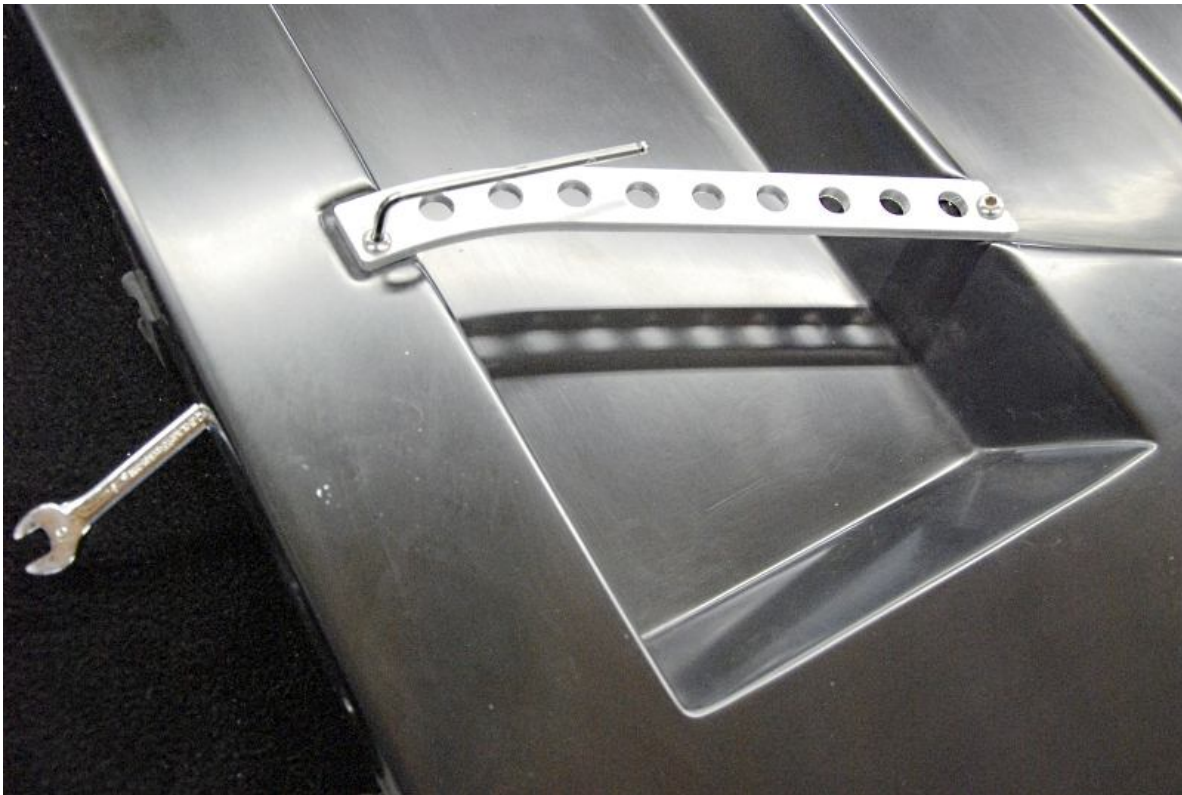
Mark and cut a notch for the door striker.

Door handles and pulls

🔧 M6 x 20mm button head screws, M6 locknuts, ¼"x 2" round head Philips head screws.



Mark and drill one ¼ inch hole at each end of the door pull to mount them.



Install one M6 x 20mm button head nut and bolt.

Use the door pull as drill template to drill the remaining holes.

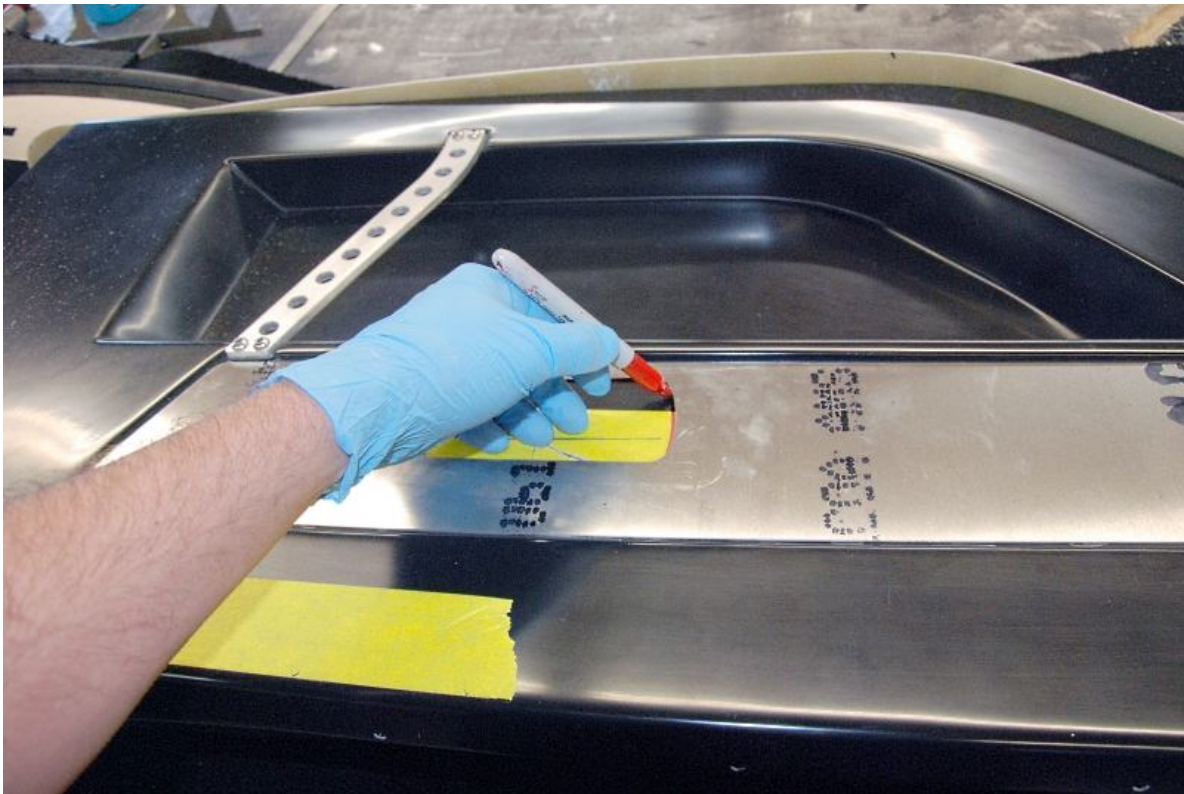
Install the remaining M6 nuts and bolts.



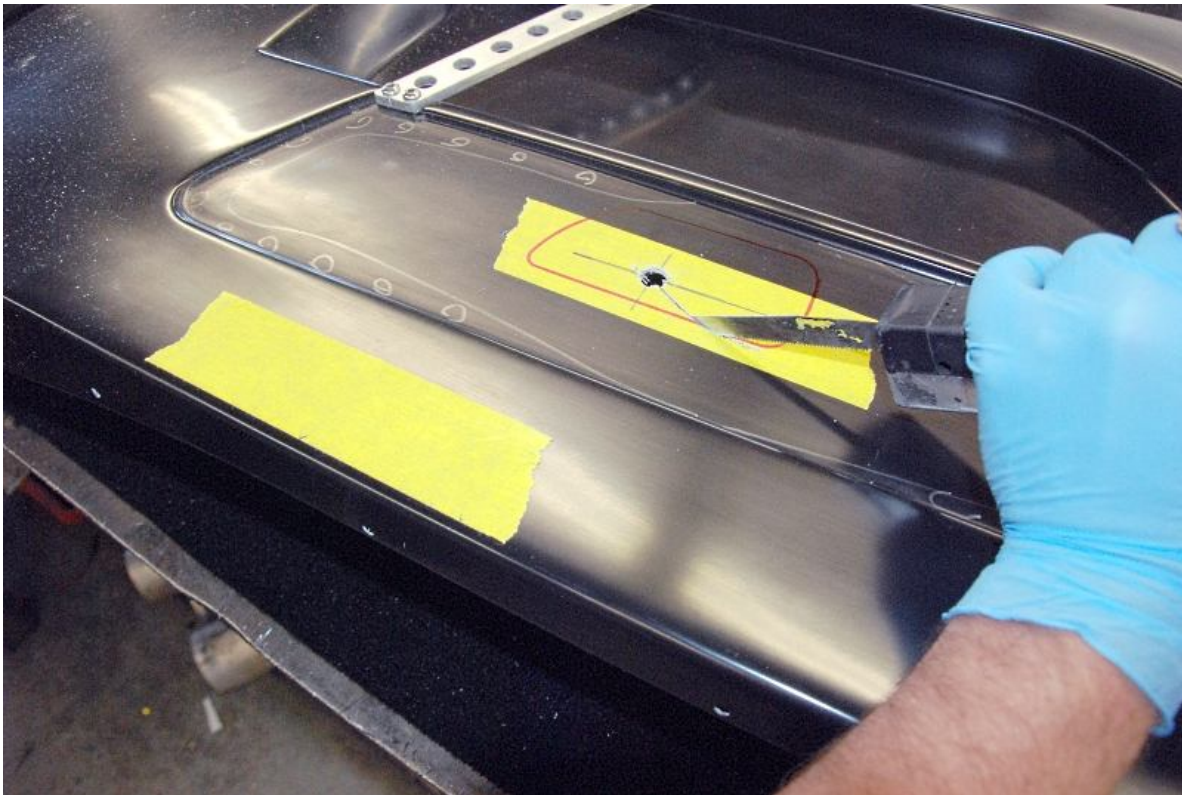
Drill $\frac{1}{8}$ " mounting screw holes along the top flange.



Install oval head screws and countersunk washers on top flange.



Place the aluminum inlay on the door liner and trace the door handle cut out.



Use a saw to cut to the outside of the marker on the door liner.



Make sure the door handle fits with room for bezel.

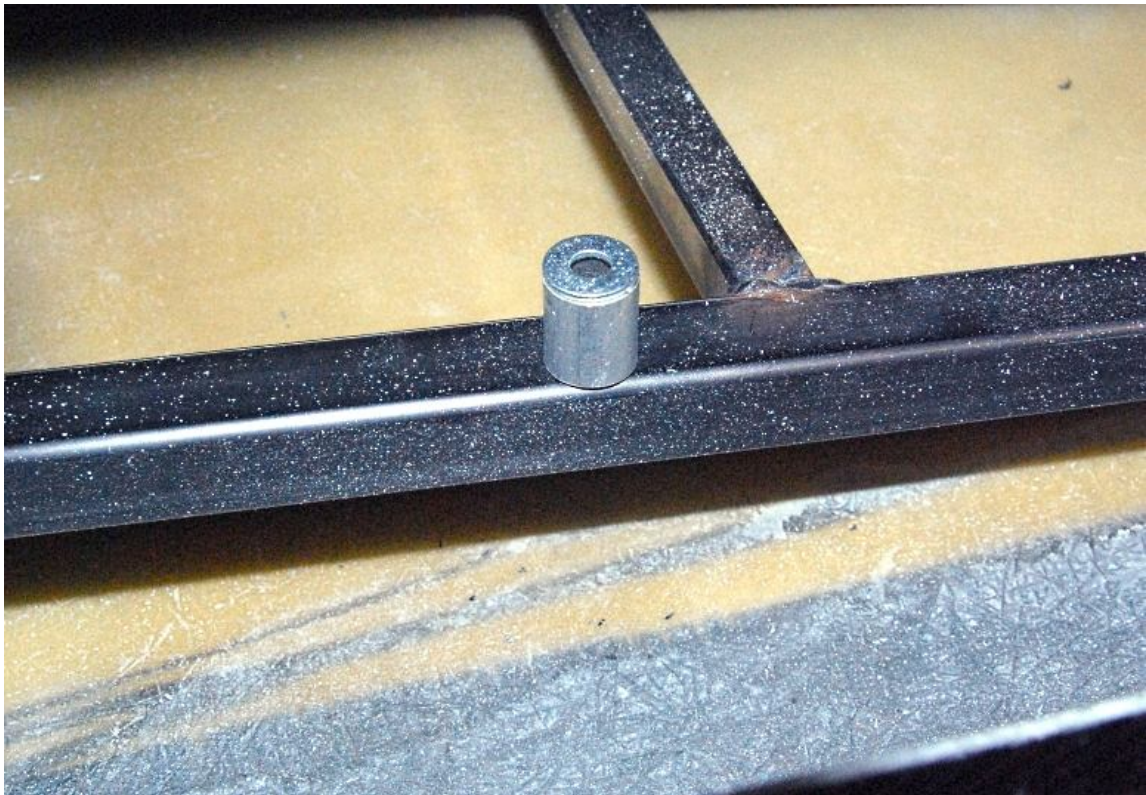


Place the door handle bezel in the aluminum and snap the opener to it, sandwiching the aluminum. Place the assembly on liner and mark mounting hole on door frame.

Unscrew and remove the door liner.



Drill a $\frac{25}{64}$ inch hole and install a rivnut at the point marked.



Use spacers to set the door handle to the desired height, flush with door liner.



Hook the latch linkage to door handle.



Install the door handle and bend the linkage to adjust to the correct length.



Re-install the door liner with the door handle bezel to check for fitment.

Remove liner, inlay and bezel.

Remount the door assembly to car and set the gaps.

Remount liner assembly to door.



Back off the screws along the bottom of the liner and install “T” weather stripping along the bottom and back edge of door skin to door liner seam. We suggest applying silicone to the seam beforehand.