



Installation Instructions

Product Name – Ion to Cobalt Spring Conversion Kit
Ecotec



Estimated Installation Time: 1 hour

Installation Difficulty: 2/5

Kit Contents:

- 2 Cobalt spring seats
- 2 spring insulators
- 2 spacers
- 2 FE5 top nuts

Tools Needed:

- 21mm socket
- 18mm socket
- Ratchet
- Spring Compressor(s)
- E8 reverse torx socket
- 1/4" socket
- Impact

STEP ONE

- This write up is assuming you are starting with new (or used) struts off the car and installing new springs. If you need instructions for how to remove stock strut, please email us at customerservice@zzperformance.com.

STEP TWO: Disassembly of stock strut (if needed).

- Undo the three star/torx screws holding the top plate of the strut mount together. If you are reusing the OEM strut mount be sure not to strip those bolts. Aftermarket mounts may use a 1/4" socket instead.
- Compress springs using a spring compressor.
- Remove top nut from strut using an impact. You may need to hold the strut shaft. Use vice grips and a rag if you don't have a helper.
- Save all top hat components including bearing if not replacing with new units (recommended).



STEP THREE: Assemble adapter plate

- Assemble Cobalt spring adapter plate as shown.
- Spring insulator goes on underside of spring seat
- Spacer will slide onto top side of spring seat as shown.
- Press spacer on so it is flat and level.



STEP FOUR: Assemble new strut assembly with Cobalt springs and adapter plate.

- Compress Cobalt front springs using spring compressor.
- Place spring with compressor onto strut.
- Place assembled adapter plate on top of spring. Make sure to place tab on top spring plate facing towards inside of car. While looking at wheel hub straight on the tab should be facing away from you (12 o'clock position), perpendicular to the length of the car.
- Place strut bearing on top of spacer.
- Place bottom half of Ion strut mount on top of bearing.
- Tighten strut nut using included top nut (if using FE5 struts. Aftermarket struts like KYB you will use the included nut with that strut) to 52 ft/lbs.
- Verify that strut mount has free range of motion and doesn't bind before removing spring compressors.



STEP FIVE: Finish installation

- Install top hat of strut mount.
- Use anti seize on the threads of the small torx bolts.
- Do not overtighten torx bolts. Only tighten to 124 in/lbs.
- Re-install assembled strut back into car, making sure tab is facing the inside of car (12 o'clock position as you look at wheel hub/strut assembly).
- Torque top strut mount bolt to 81 ft/lbs.

