



# INSTALLATION INSTRUCTIONS

## Front Strut Tower Brace

2012+ FR-S/BRZ/86

Document# 19-0071

Support: [info@radiumauto.com](mailto:info@radiumauto.com)

Note: This product may not be compatible with some aftermarket upgrades such as the Innovate Motorsports supercharger kit.

1. Use a 12mm socket wrench to remove the 3 bolts at the top of each front strut tower.



2. Using a 4mm Allen wrench, assemble each billet mount to a gusset bracket using the small stainless steel countersink screws.

Do not tighten the small screws yet.

There is no left or right side.

Each mount and gusset are identical.



3. Place each mount/gusset assembly over the studs on top of each front strut tower.

If there are clearance issues with aftermarket suspension kit, washers (not included) could be used underneath for shimming.

Thread the OEM nuts back onto the studs.

Do not fully tighten yet.



4. If not already preassembled, thread the jam nuts onto the rod ends, then thread the rod ends into the bar.

NOTE: One side uses LH thread and the other side uses RH threads.

Thread the rod ends in about 2/3 of the way, as shown.



5. Place the bar into the engine bay and line up the rod ends to the large mount/gusset assembly holes vertically. **IMPORTANT: when inserting the rod ends into the brackets make sure the machined (bright silver) surface of the green anodized rod end is facing DOWNWARDS.**

It may be necessary to spin the center section of the bar (while keeping the rod ends from rotating) to lengthen or shorten the bar in order to get the holes to line up properly.



6. When the large holes are lined up, drop in the included large countersunk bolts, as shown.

From the underside, hand tighten the corresponding nuts to the large bolts.

Do not tighten yet.



7. Tighten down all of the fasteners in the following order:

Step 1: Torque the strut nuts using a 12mm socket to 17 ft-lb. There are 6 nuts in total (3 per side).

Step 2: Torque the large countersunk bolts/nuts using a 6mm Allen wrench and 19mm open-end wrench to 35 ft-lb. There are 2 in total (1 per side).

Step 3: Torque the 4 small countersunk bolts (2 per side) using a 4mm Allen wrench to 5 ft-lb (60 in-lb). Do NOT over-tighten.



8. The strut tower bar can now be preloaded to add rigidity. Radium does not advise a particular pre-load setting. This is best left up to a chassis preparation expert familiar with this specific platform. Simply rotate the bar at the 2 knurled areas then lock the setting in place using the jam nuts.

Note: An aluminum wrench is ideal to prevent jam nut marring. The installer may also experiment with different preloads to see what is most effective for their style of driving.

