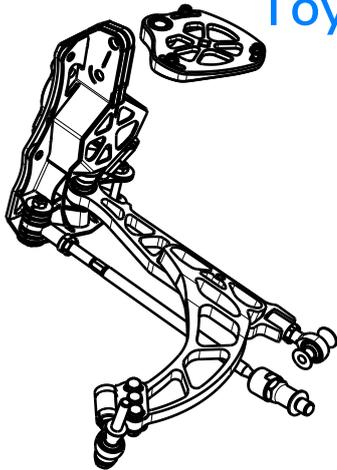


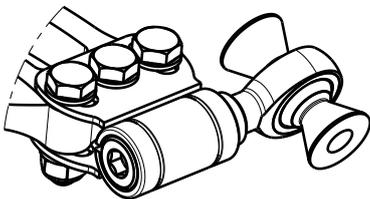
# Toyota GT86/GR86 V2 Front lock kit



This kit will fit to Toyota GT86, GR86, Scion FR-S and Subaru BRZ with Wisefab front or rear steering rack conversions

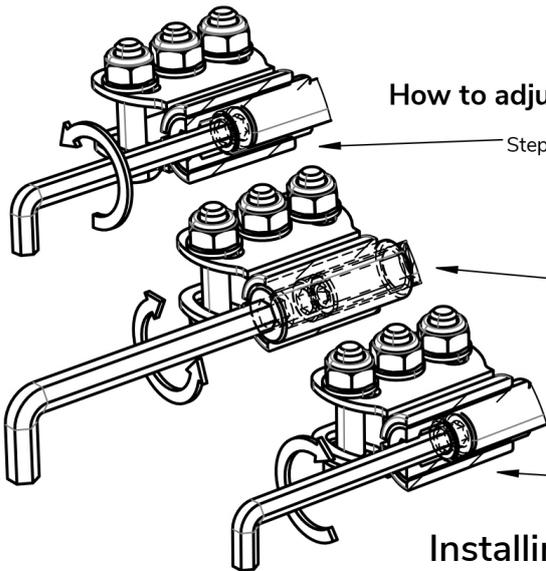
## Overall view of assembled components in the right corner

All lengths ( exc. tie rod )and camber plate are pre set by Wisefab. No need to adjust before alignment



## Installing the lower arms

Wisefab lower arms are one piece design, so tension rods are not needed anymore. Mount arms with stock bolts, we recommend using new ones. Caster can be adjusted from the lower control arm with the Double Adjuster.



### How to adjust Double Adjuster

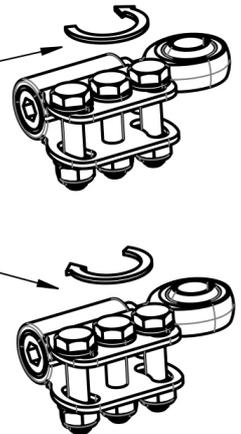
Step 1. Loosen Rodend locking nut with 8mm Allen key

Step 2. Loosen mounting bolts. Leave center bolt binding to allow the adjuster body to rotate

Step 3. Adjust Double Adjuster with 10mm Allen key for caster adjustment

Step 4. Tighten mounting bolts. Also tightens the Adjuster body

Step 5. Lock Rodend locking nut with 8mm Allen key



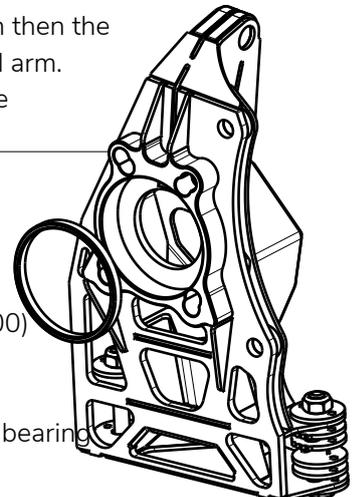
## Installing the knuckle

When using the kit with front mount steering rack conversion then the lower control arm spacer bushing has to be above the control arm. If rear mount steering rack is used then this bushing has to be below the control arm.

OEM wheel speed sensor can not be used

## Installing the wheel bearing

Knuckle has two different wheel bearing mounts. OEM (5x100) and Subaru STI (5x114,3) part number 28373VA000 OEM bearing has to be fitted with the centering ring. Separate kit WF862\_110A has to be used for the STI wheel bearing



**FOR RACING  
USE ONLY**



If you still have some trouble installing the kit, contact us at [sales@wisefab.com](mailto:sales@wisefab.com), or call us +372 5562 5669

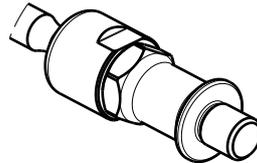
### Steering rack

OEM electric steering rack can not be used. Wisefab front or rear mount steering rack relocation has to be used. When using the front mount steering rack conversion the tie rod has to be shorten by approximately 15 mm. More has to be cut off for revers Ackermann.



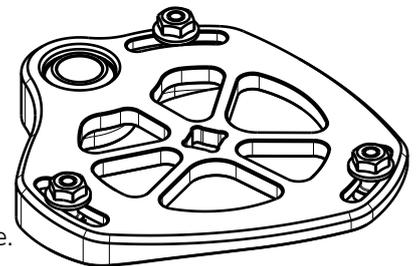
### Installing the rack spacer

Before installing the rack spacer use thread lock on the thread between the steering rack and spacer.



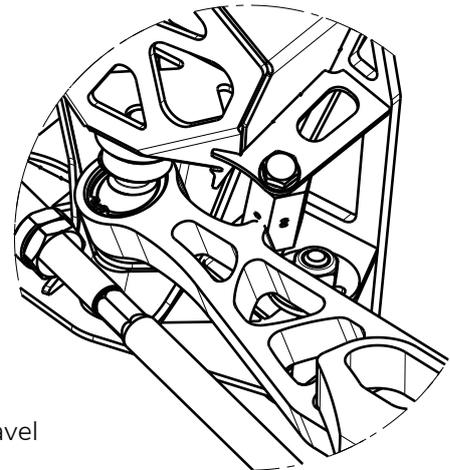
### Installing the camber plate

For fitting the camber plate an hole must be cut into the strut tower for the shock absorber top nut. Hole must be big enough so the nut does not hit the strut tower at full length of suspension travel and camber plate adjustment range.



### Lock stopper adjustment

Wisefab lock kits are equipped with hexagonal lock stoppers, where each side has a different offset. The more dimples, the more offset and by that less usable lock. When installing, make sure that Tie rod is not binding in any way.



### IMPORTANT!

If the lock stopper is set check the clearance between car body, suspension components and the wheel with tire in all extent of the suspension travel. For that the spring needs to be removed. If there is clearance issues then limit the steering lock more, limit the suspension travel or change your wheel alligment.

### Recommended alignment specs

Camber: -6

Caster: 5

Toe total: if ackerman is 0 or negative then toe out 2 mm,  
if ackerman is positive then toe is 0.

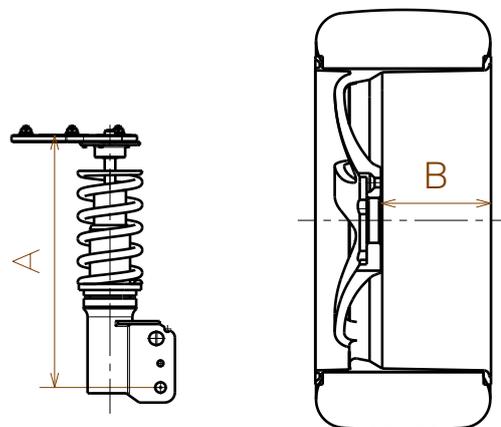
Front track: 75 mm wider per side then the OEM

Strut lenght (A) max: 445 mm  
min: 290 mm

Wheel backspace (B) max 19": 160 mm  
18": 155 mm  
17": 150 mm

Some 17" wheels will not fit

Wheels with max backspace may hit the cars body at angle



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