

## Lexus IS 1st gen subframe modification.

This manual describes the process of modifying the Lexus IS 1st gen (XE 1998-2005) front subframe. With this modification steering rack moves forward. Given setup is meant to be used with WISEFAB IS XE10 Front kit. Stock engine mounts and subframe brace can be used with modified subframe.

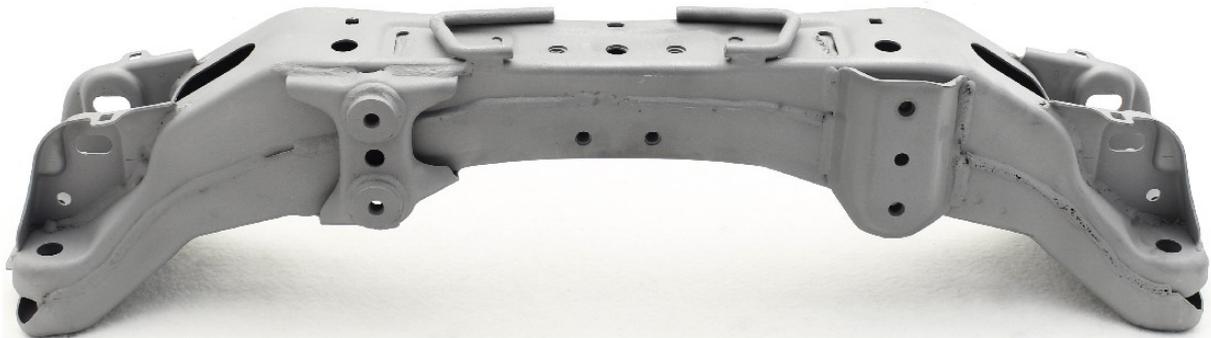
1. Make sure that You have the all required tools on hand. You will need:

- Safety equipment (welding mask, goggles, gloves)
- Marker, masking tape, scissors
- Wrenches
- Die grinder. Angle grinder with cutting and sanding discs
- Welding equipment

2. Print and cut the paper templates out. Templates are at the end of the manual. NB! Templates and parts may appear different from the real ones. In case you printed out the manual yourself, then there is scale check line 127 mm or 5" long. If the templates are not in scale, then check your printer settings and reprint it until actual measurement is 127 mm. Dotted line on template is for positioning, bold solid line for marking the cutting line.

3. Remove the tie rods and rubber boots from the steering rack. Press out the rubber bushings from the mounting points.

4. Clean the subframe from dirt/oil. Sandblast the subframe if possible.



5. Cut off the undertray mountings.



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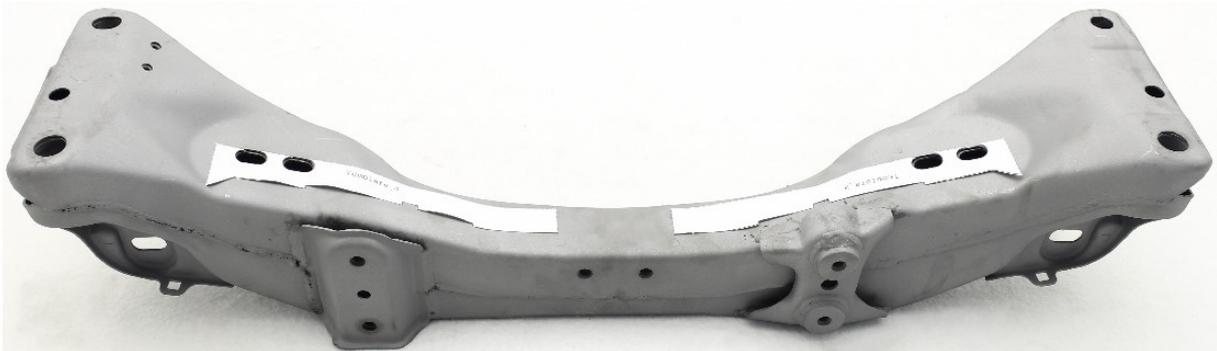
6. Position the Template\_1 and Template\_2 as shown in the picture, Holes in the templates have to match with the holes in the subframe. Double sided tape is useful for placement. Mark the cutting lines.



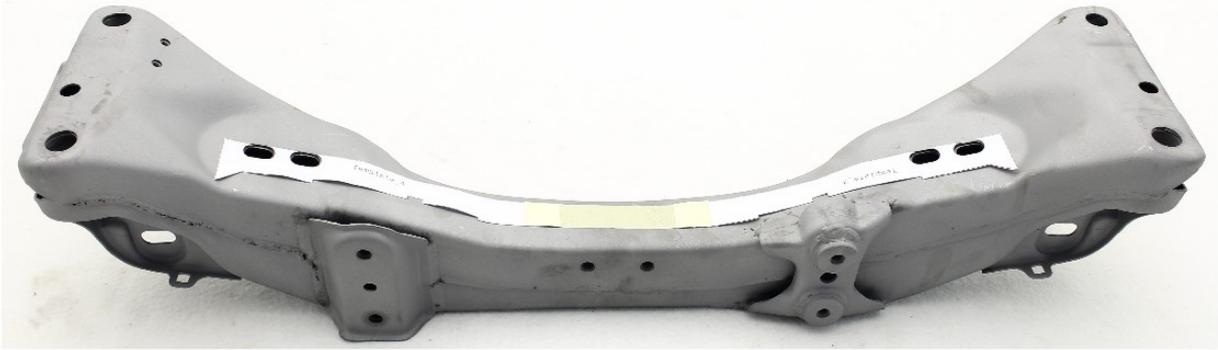
7. Place the masking tape along the cutting edge and cut the tape as shown in the picture. Check with the washer WFIS9\_106 if there are at least 3 mm gap between the mounting surface and the masking tape edge. Repeat the same on the other side. Mark the cutting lines.



8. Position the Template\_3 and Template\_4 as shown in the picture, holes in the templates have to match with the holes in the subframe.



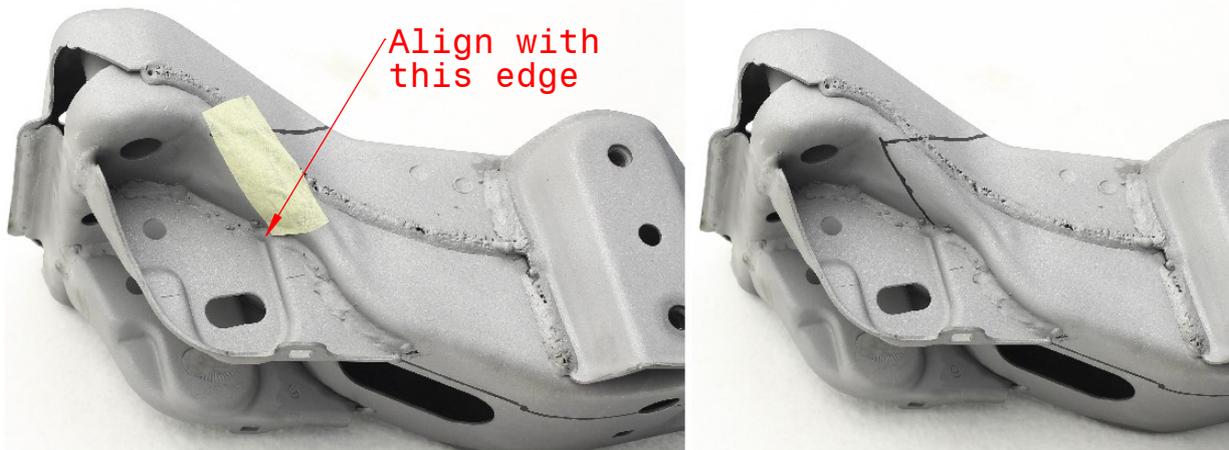
9. Connect the templates with the masking tape (along the cutting edge) and mark the cutting lines.



10. Place the masking tape at the end of the marked line and place it as shown in the picture. Mark the cutting lines. Same thing on the other side.



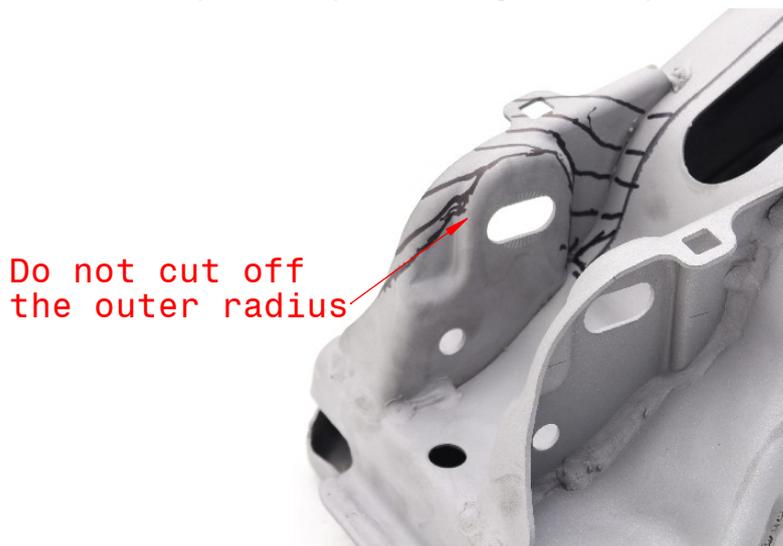
11. Place the masking tape at the end of the marked line and place it as shown in the picture. Mark the cutting lines. Same thing on the other side.



12. Place the masking tape along the edge to the mounting surface. Mark the cutting line.



13. Hatch the area as shown on picture. Keep the mounting surface. Repeat the same on the other side.



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14. Hatch the area between the marked line as shown in picture



15. Position the Template\_5 and Template\_6 as shown in the picture. Mark the cutting line and grind the marked area to make room for the nut. Smooth the edges after grinding.



16. Cut off the hatched area

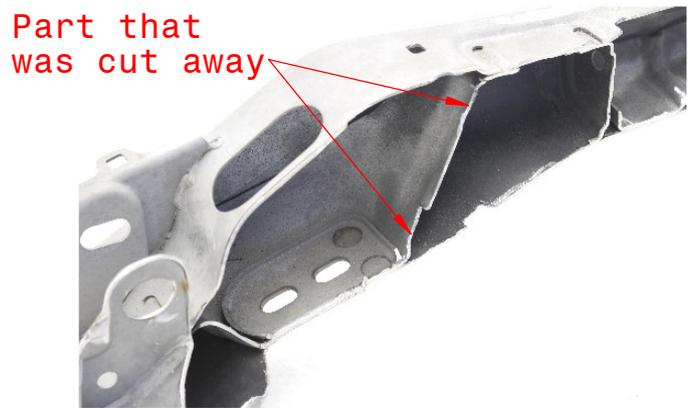
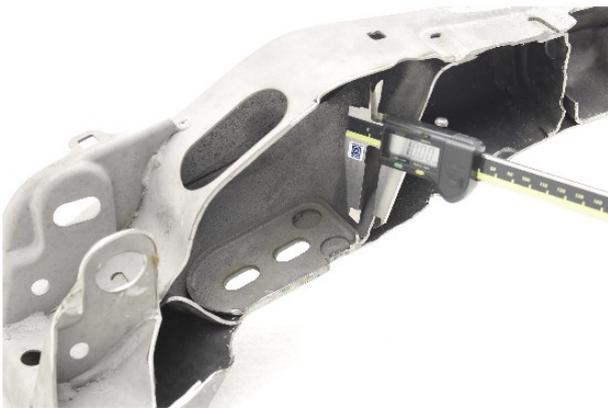


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USE ONLY**



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17. Modify the inner walls. Cut away about 30 mm from top surface and about 30 mm from bottom surface 10 mm deep. Same for the other side.



18. Place the steering rack relocation insert to the subframe. Please check that insert is not interfering with subframe or the insert itself is not bent. Check if there are enough room behind the steering rack mounting nuts to mount the bolts.

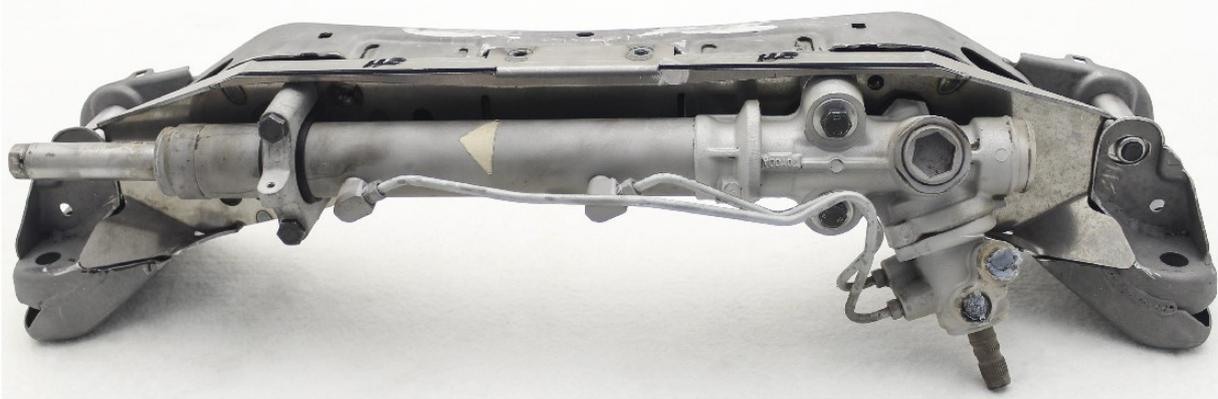


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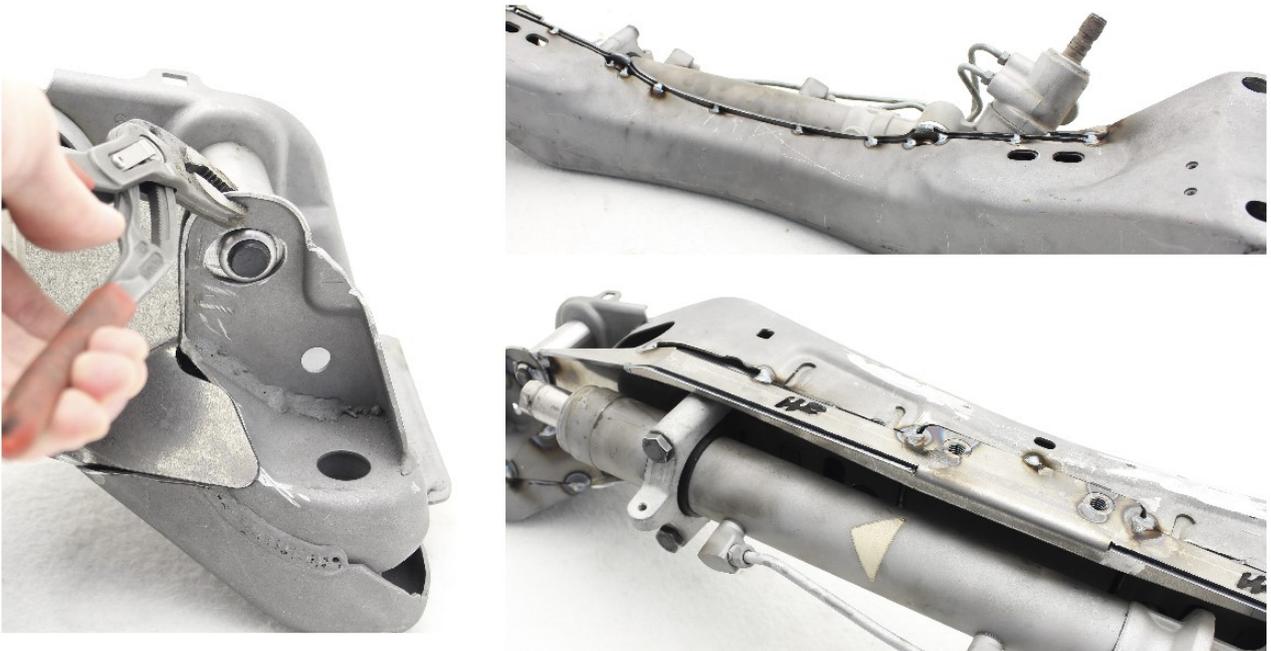
19. Place the WFIS9\_106 washer to the lower control arm mount to the side that was not modified. Place the bushing between the lower control arm mount and loosely tighten it with the bolt and the supplied weld nut. Repeat the same on the other side. Make sure everything lines up, then tighten the bolts.



20. Mount the steering rack and make sure the insert is not bended.



21. Tack weld the relocation insert. If the stock control arm mount is away from the rack relocation surface then clamp them together while tack welding.



22. Completely weld the insert to the subframe. We recommend to keep the steering rack mounted when welding but make sure that the plastic steering rack bushing won't melt. Avoid overheating the subframe and the rack relocation insert to minimize distortions.



23. Grind flat the weld next to the steering rack mount.



24. If the steering rack relocation needs to be Formula Drift legal, the tabs between the insert and lower control arm mount needs to be cut through. Use chisel to cut the tabs. NB! If the subframe does not have to be FD legal, then this is not necessary.



25. Remove all the bolts and washers. Remove any weld spatter and sharp edges. Apply appropriate coating.



26. Assemble the kit.



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Scale Check  
127 mm / 5"

