

Issue 03 \$2.99

MIGHTY CAR MODS

The Magazine

condoms and convertibles

Go behind the scenes as we revisit MCM's
Filthy Mazda323 Build

half cut buying guide

We help you make sure you
buy the right one

soccer moog

The Forester Gets
Slammed on Coilovers

rats attack

RatRod build direct
from the USA



THE EXPERIMENT

SVX - The project that could have undone Subaru, but threw them into the spotlight.

INSIDE • ECU Tuning • DIY Airbox Mods • Tokyo Drift Coverage • Photography Tips • Readers Rides • Erin Renee Interview & More

MOOGARU COILOVER INSTALL

AFTER MUCH NOISE FROM THE INTERWEBZ AND A TRACK DAY LOOMING, MOOG DECIDES TO SWAP OUT HIS LOWERED SPRINGS AND GO LOW WITH A COILOVER INSTALL ON THE MOOGARU

PROBABLY due to some kind of 'ground-clearance' war between rival manufactures, the MY09 Foresters are so high off the ground that some salesmen could rightly state that the car comes with "ocean views", even if you're parked in Blacktown. In fact some developing countries use the Foresters rear cargo shelf as a bungee jumping platform.

Not only that, NASA realised they could save millions by launching their rockets from the top of a Forester as half the journey into space would already be taken care of. In fact the Forester is so high, I wouldn't be surprised if I walked into my garage one morning and saw dreadlocks growing out of its roof and a spliff hanging out of its front grille.

After the shock (excuse the pun) of having to drive a Subaru in the first place, the first thing I noticed was just how dangerous it felt going around corners at speed.

You'd turn into a corner and about 3 minutes later the weight would transfer and you'd then either go around the corner on a 45 degree angle on 2 wheels, or you would fly off the road and end up hugging a tree like a Byron Bay hippy (but not in a good way)

So it was clear that something had to be done. So clear in fact that Subaru changed the suspension on the more recent model of the SH Forester. So one of the first things I had to do was get rid of the stock

springs. The rear also has self-levelling shocks so they needed to be replaced. We put on some Pedders springs over the OEM and rear replaced shocks and enjoyed a 35mm drop all the way around. This is the most cost effective way to make your car safe again, look better and still feel as comfortable as the stock set up.

Passengers in my car didn't even notice anything had changed, and that's the true test... right? But the Internet yelled at me and so did Marty. "MOAR LOW" they all cried. And for once, I'll admit, they were right. There are plans for a bigger turbo, more boost and some track days and these plans make perfect sense when combined with a good adjustable coilover set up.

So I decided to change the suspension to some adjustable Pedders Extreme Coilovers. Not just because Marty yelled at me, but also because I had no problem fitting 3 gumboots, 2 Reebok pumps and a Bolivian clog between my tyre and arch. Shoe Test : Fail.

Not only that, I've always liked the look of the previous model Forester before the MY09. It had a much more wagon style shape to it where my Forester was marketed as more of an SUV. But I refuse to admit I'm driving an SUV so it's been a constant goal to make it look more like a wagon and get it off those ridiculous factory stilts.

So it was time to go down...

STEP BY STEP GUIDE



STEP ONE

The already lowered Forester prepares for its leg transplant.



STEP TWO

Pedders Extreme adjustable Coilovers. Red is fast, and low.



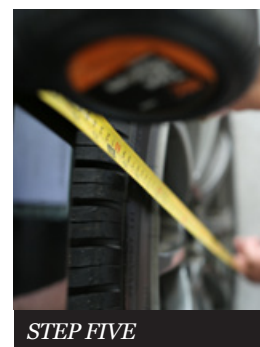
STEP THREE

Aluminium spring seat.



STEP FOUR

The Pedders system features 30 position bump and rebound dampening.



STEP FIVE

Measuring all sides means you can get an exact idea of your height change after the install.



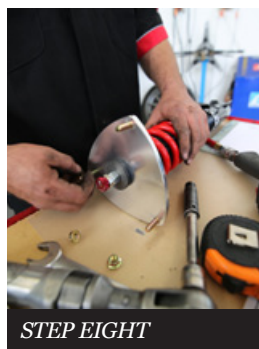
STEP SIX

The Forester is even higher than usual - amazing.



STEP SEVEN

Front studs say bye bye .



STEP EIGHT

Three nuts away from better handling.



STEP NINE

Checking the height before install .



STEP TEN

Factory styled brackets make it a direct replacement.



STEP ELEVEN

Fronts are in. Install is super simple and super quick.



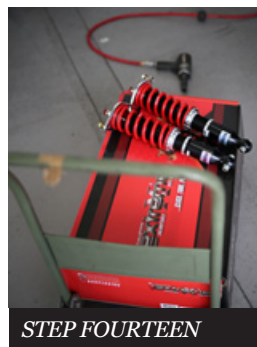
STEP TWELVE

Looks great and easy to adjust.



STEP THIRTEEN

Remember ride comfort also comes from the size and type of tyres you run.



STEP FOURTEEN

Time to do the rears.



STEP FIFTEEN

Lowered spring set up (above) and coilover (below) .



STEP SIXTEEN

30 levels of dampening.



STEP SEVENTEEN

Rears installed .



STEP EIGHTEEN

Install is quick and easy on a hoist.



STEP NINETEEN

Rear adjustments are easy to access behind a small factory panel. Otherwise they are hidden. Perfect.



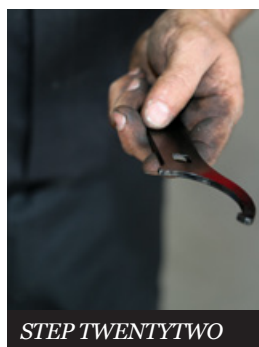
STEP TWENTY

You can see the two tiny red adjustment knobs on either side of the boot.



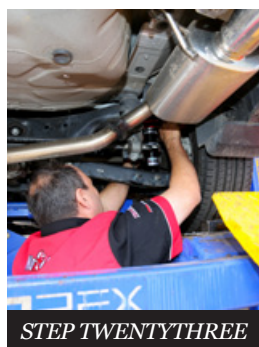
STEP TWENTYONE

Slammed. We're going to add a little height.



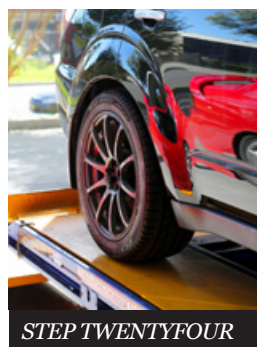
STEP TWENTYTWO

These tools and instructions come with the kit to allow the height to be adjusted.



STEP TWENTYTHREE

Height adjustments were made with the wheels on which was super convenient.



STEP TWENTYFOUR

Keeping the lowered arch the same distance from all sides of the tyre is key to the best look.



STEP TWENTYFIVE

All done. We've dropped almost 70mm from the factory height.

I'VE BEEN rolling on the coilovers for around a month now and they really have transformed the car. The whole thing feels firmer than the stock set up and much more planted. I recently had my 500km check over and adjustment, including another wheel alignment and the car has never felt better.

With height and bump adjustments you can go from high and soft to low and hard with anything you like in between. Whenever I have Ye Oldes in my car (anyone over 65) I've softened down the dampening and not one person has noticed that the car is not stock standard in regards to comfort.

This alone, in my book, marks a massive success, particularly for Forester owners who consider comfort paramount when transporting around their prams, soccer balls, baby seats and café lattes.

You can lower your car down to a ridiculous level without compressing the spring because the height adjustment is separate to the spring seat adjustment. This means a low car that still has a level of comfort.

In terms of how to set up the coilover bump and rebound adjustments, everyone has different requirements and there are a lot of discussions online about what are the best settings.

Most people I've spoken to with Pedders coilovers on their Foresters and WRX's leave them set around 10-12 for day to day driving and wind them up on the weekend and track days. Mine are set a little softer at around 6-8 to make sure I can still have a cushy ride over speed bumps while I'm on my way to soccer practice with the other soccer mums in their SUV's.

"MAKING THESE ADJUSTMENTS SO QUICKLY AND EASILY IS WHERE THESE COILOVERS SHINE"

Wound down towards 0 the coilovers feel like the car could have been sold like this from the factory as a sporty version. Winding them up to towards the 20 mark sets you up for the track with just a flick of your wrist, with more room to move if need be. Being able to make these adjustments so quickly, and so easily is really where these adjustable coilovers shine.

The reason I chose the Pedders Coilovers is that I knew from friends who had them that they were more comfortable than other set ups available and for me that was high on my priority list. (I do drive a Forester after all) I had also had the opportunity to ride in a bunch of different Foresters with different coilovers and these are the right ones for me.

MOAR LOW? Yes I did it. The internet wins this time, and so do I with a lower Forester that feels as nimble as a mountain goat, without being as high as a goat on a mountain.

My name is MOOG and I am a Soccer Mum.

Big thanks to Adam Gillick & Peter Ting from Pedders, Paul Cardillo & Dimitri Boyacioglu from Pedders Cambelltown and Jamie Miller from Pedders Mascot. For more information check out pedders.com.au

