

## INSTALLATION INSTRUCTIONS HONDA/ACURA UPPER CONTROL ARM MOUNT

1. Perform pre-alignment checks. Inspect vehicle for damaged, bent or worn parts and repair as necessary. Install alignment equipment and determine amount of camber/caster changes required. Raise front of vehicle so suspension hangs freely. Support safely.
2. Remove anchor bolt nuts.
3. Pull control arm down and rotate arm. **NOTE:** When working on a Civic, CRX or DelSol, be sure to release the control arm bolts from the anchor bolts. Remove and discard the support strap.
4. Remove factory anchor bolts from the control arm.
5. Install adjustable anchors with the large radius facing the ball joint.
6. Reinstall the control arm and tighten the anchor nuts to 47 ft. lbs.
7. Torque control arm to anchor pivot bolts to 22 ft. lbs. Tighten the lower adjuster nut. **NOTE:** For kits with rubber bushings, be sure to lower the car to the ground first.
8. Adjust camber by sliding the control arm. Tighten and torque the bottom adjuster nut to 35 fl. lbs.
9. Check for clearance between the control arm and the inner fender – **an adjustment of more than 2° may require altering the inner fender lining.**
10. Recheck camber and caster to verify changes. Finish alignment and road test vehicle.



95-271-0211

## INSTALLATION INSTRUCTIONS HONDA/ACURA UPPER CONTROL ARM MOUNT

1. Perform pre-alignment checks. Inspect vehicle for damaged, bent or worn parts and repair as necessary. Install alignment equipment and determine amount of camber/caster changes required. Raise front of vehicle so suspension hangs freely. Support safely.
2. Remove anchor bolt nuts.
3. Pull control arm down and rotate arm. **NOTE:** When working on a Civic, CRX or DelSol, be sure to release the control arm bolts from the anchor bolts. Remove and discard the support strap.
4. Remove factory anchor bolts from the control arm.
5. Install adjustable anchors with the large radius facing the ball joint.
6. Reinstall the control arm and tighten the anchor nuts to 47 ft. lbs.
7. Torque control arm to anchor pivot bolts to 22 ft. lbs. Tighten the lower adjuster nut. **NOTE:** For kits with rubber bushings, be sure to lower the car to the ground first.
8. Adjust camber by sliding the control arm. Tighten and torque the bottom adjuster nut to 35 fl. lbs.
9. Check for clearance between the control arm and the inner fender – **an adjustment of more than 2° may require altering the inner fender lining.**
10. Recheck camber and caster to verify changes. Finish alignment and road test vehicle.



95-271-0211