



'98-'02 Honda Accord
Front Kit Part No. 75570
www.airliftperformance.com

MN-534
(07409)
ECR 4762

Please read these instructions completely before proceeding with installation



Warranty Information

1. All goods come with a one year manufacturer's warranty against defects.
2. Warranty will be void if the strut is altered for any reason and/or adapted to applications other than those suggested.
3. Any abrasions or rub marks on the spring portion of the strut will not be covered under warranty. The customer is responsible for all repair charges.
4. Driving at low PSI can cause the strut to bottom out. Repeated bottoming out can cause the strut to fail. Failure resulting from repeated bottoming out is not covered under warranty.
5. The customer is responsible for all shipping costs to Air Lift Company for all warranty claims.
6. Please call tech support at 1-800-248-0892 before shipping a product to Air Lift Company.

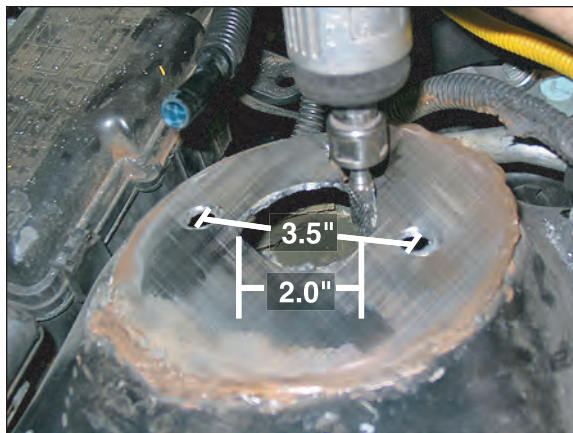


Figure 1



Figure 2

Hardware

Item	P/N	Description	Qty.
A	35053	Accord Sleeve Assembly	2
B	21261	1/4" NPT x 1/2" Tube Straight	2

IMPORTANT: Always keep safety in mind when working on your vehicle. Completely read these instructions before installing the kit.

I. Preparing the Vehicle

1. Begin the installation by elevating the car. Secure the frame with jack stands.
2. Remove the front wheels.

II. Strut Removal

1. Remove the clevis nut and bolt from the lower control arm. Retain for later use.
2. Remove the anti-rotation bolt that holds the lower strut to the clevis and retain for later use.
3. Pull the lower strut clevis away from the strut and remove the clevis from the vehicle. Retain for later use.
4. Remove the three bolts from the studs on the upper strut mount. These are located on the inside of the engine compartment. Retain two of the three nuts for reinstallation.
5. Using a spring compressor for safety, remove the upper strut mount. Remove the two rubber bushings and two flat washers and save for later use.

III. Preparing the Upper Strut Mount

1. Using a die grinder, grind out the hole in the upper strut tower to a diameter of 2" (Figure 1).
2. Drill two 7/16" holes in the upper strut tower (Figure 1).

These holes will be 3.5" apart from center to center and their center line should be aligned with the center of the large hole (Figures 1 and 2).

IV. Installing the Upper Strut Mount Bracket

IMPORTANT: The upper strut mount bracket will be taken from the rear of the vehicle if a rear kit (#75570) is being installed.

If a rear kit is not being installed, an upper bracket (Part number KYB SM 505-9) will need to be purchased from a Honda Accord dealer. The cost is approximately \$20.00.

1. Place the upper strut mount into the 2" hole in the upper strut tower while inserting the studs of the upper strut mount up through the two previously drilled holes (Figure 2).
2. Use the previously removed nuts to attach the upper strut mount (Figure 2) and tighten securely.

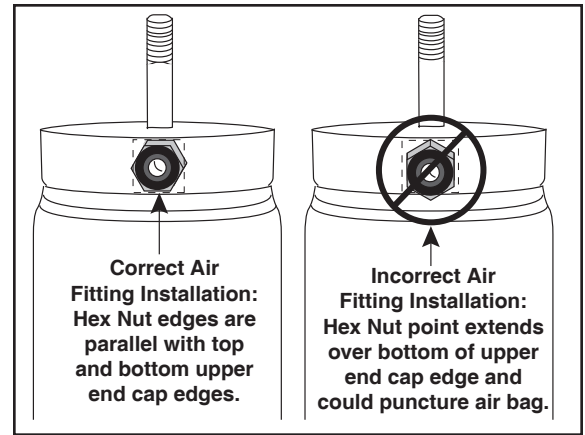


Figure 3

V. Installing and Preparing the New Strut

1. Insert the air fitting (B) into the new strut assembly (A). Refer to Figure 3 for proper air fitting installation.
2. Tighten the fitting finger-tight plus one and a half turns, being careful to tighten the metal hex nut only.

NOTE: The fitting must be turned so the base of the hex nut is parallel to the end cap (Figure 3).

3. Place the O.E.M. rubber bushing and flat washers back into the upper strut mount.
4. Place the O.E.M. clevis onto the lower strut (Figure 4). Make sure the machined indentation on the strut lines up with the clevis bolt (Figure 4, Figure 5). Tighten at this time.
5. Place an O.E.M. rubber bushing on top of the new strut and insert the strut assembly into its stock location. Place another O.E.M. bushing on the strut shaft sticking out of the top of the strut tower.
6. Place an O.E.M. washer and the supplied nut that came on the shaft of the new strut assembly onto the strut shaft.
7. Insert the lower O.E.M. clevis bolt into the strut clevis (Figure 6).

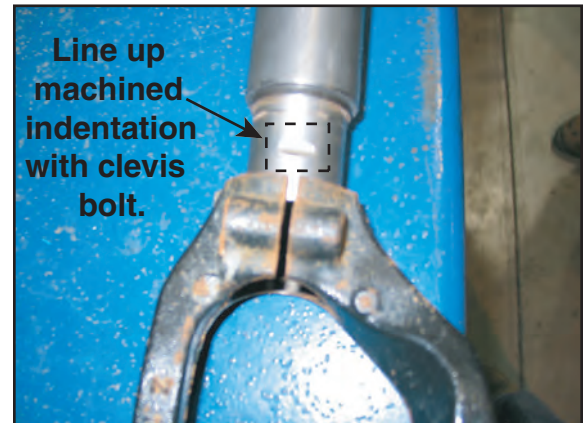


Figure 4



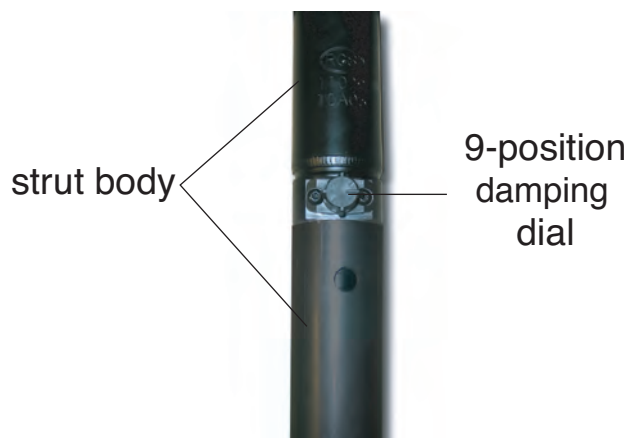
Figure 5



Figure 6

VI. Before Operating

1. Check tire to shock clearance by cranking the wheel side to side. If tire hits on shock, then space steering stops out until tire clears shock by 1". If jounce bumper hits shock throughout travel, then trim the jounce bumper for clearance.
2. The struts for this vehicle come with a nine-position damping dial (shown below) for added adjustability. To start, we recommend setting the dial at the third position for the most versatility.



View of Damping Dial on Strut Shaft

3. Inflate and deflate system (do not exceed 150 PSI) to check for clearance or binding issues. With air springs deflated, check clearances on everything so as not to pinch brake lines, vent tubes, etc. Clear lines if necessary.
4. Tighten and visually inspect all hardware after 100 miles.
5. Air Lift part #27669 or #27671, AutoPilot V2 Air Management System, is highly recommended for this product.
6. Please continue by reading the Maintenance and Operation section.

VII. Maintenance and Operation:

Minimum Pressure	Maximum Pressure
10 PSI	150 PSI
<i>Failure to maintain correct minimum pressure (or pressure proportional to load), bottoming out, overextension, or rubbing against another component will void the warranty.</i>	

By following these steps, vehicle owners should obtain the longest life and best results from their air springs.

1. Always maintain Ride Height. Never inflate beyond 150 PSI.
2. Always adjust the air pressure to maintain Ride Height. Increase or decrease pressure from the system as necessary to attain Ride Height for optimal ride and handling.
3. Should it become necessary to raise the vehicle by the frame or do any service work, make sure the system is at minimum pressure (10 PSI) for safety and to reduce the tension on the suspension/brake components.

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Thank you for purchasing Air Lift Performance Products

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Fax: (517) 322-0240

For Technical Assistance call 1-800-248-0892

"The Choice of the Professional Installer"

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'98-'02 Honda Accord
Rear Kit Part No. 75670
www.airliftperformance.com

MN-535
(09409)
ECR 4815

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4. Driving at low PSI can cause the strut to bottom out. Repeated bottoming out can cause the strut to fail. Failure resulting from repeated bottoming out is not covered under warranty.
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Figure 1

<u>Hardware</u>			
<u>Item</u>	<u>P/N</u>	<u>Description</u>	<u>Qty.</u>
A	35059	Accord Strut Assembly	2
B	07076	Upper Bracket	2
E	17197	3/8" x 1" Counter Sunk Bolt	4
F	18427	3/8" Lock Washer	4
G	18430	3/8" Hex Nut	4
H	13002	Rubber Bushing	2
I	09333	Rubber Spacer	2
J	26372-070	Aluminum Spacer	4
K	10069	Heim Joint	2
L	18246	Jam Nut	2
M	21261	1/4" NPT x 1/2" Tube Straight	2



Figure 2

IMPORTANT: Always keep safety in mind when working on your vehicle. Completely read these instructions before installing the kit.

I. Preparing the Vehicle

1. Jack the vehicle up and support the body on jackstands.
2. Remove the rear wheels (Figure 1).

II. Strut Removal

1. Remove the lower strut mounting bolt and retain for later use (Figure 2).
2. Remove the two nuts from the sides of the upper strut mount.

NOTE: These are located behind the back-seats on the inside of the vehicle (Figure 3).

3. Remove the strut assembly from the vehicle (Figure 4).



Figure 3

III. Installing the Upper Strut Mount

1. Using a spring compressor for safety, remove the center nut from the upper strut mount. Remove the upper strut mount, rubber bushing and flat washer from the top of the O.E.M. strut and retain for use with the front kit (75570).
2. Place the upper strut mount (B) with the counter-sunk side downwards, in place where the O.E.M. mount was previously located.
3. Place the counter-sunk bolts (E) into the holes and place the lock washers (F) and hex nuts (G) onto the bolts on the upper strut tower from the inside of the vehicle. Tighten securely.



Figure 4

IV. Installing the Air Fitting

1. Insert the air fitting (M) into the strut. Tighten the fitting finger-tight plus one and a half turns, being careful to tighten the metal hex nut only.

NOTE: To avoid a possible bag puncture, the fitting must be turned so the base of the hex nut is parallel to the end cap (Figure 10).

NOTE: The fitting should point toward the outside of the vehicle.

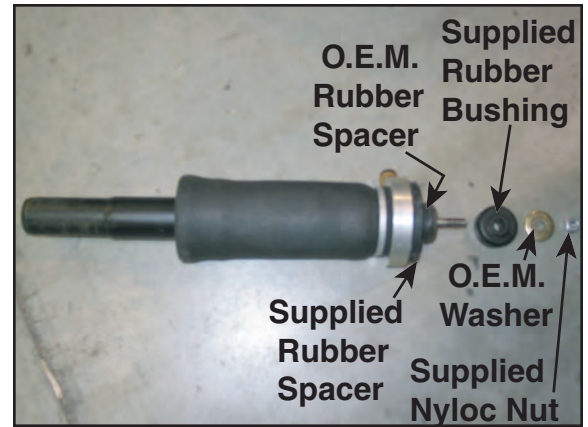


Figure 5

V. Installing the New Strut Assembly

1. Insert the new rear strut assembly (A) into its stock location using a supplied rubber spacer (H), a supplied rubber bushing (I), the O.E.M. washer and a supplied nut (G) (Figures 5, 6, and 7).

NOTE: The air fitting should face toward the outside of the vehicle.

2. Using the O.E.M. bolt and supplied aluminum spacers (J), place the lower end of the strut assembly into its stock location (Figure 8).



Figure 6



Figure 7



Figure 8

3. Repeat steps 1-2 for the other side of the vehicle. Tighten all bolts at this time. Finished installation is shown in Figure 9.



Figure 9: Finished Installation

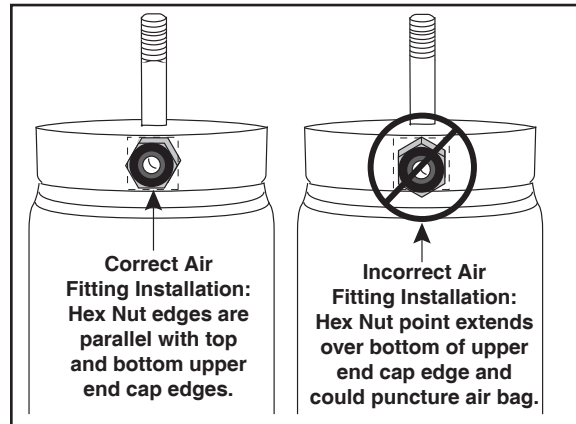
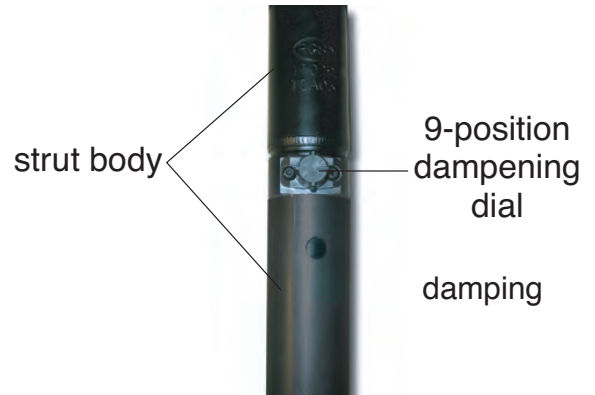


Figure 10

VI. Before Operating

1. Tighten and visually inspect all hardware after 100 miles.
2. The struts for this vehicle come with a nine-position damping dial (**shown below**) for added adjustability. To start, we recommend setting the dial at the third position for the most versatility.
3. Air Lift part #27741 is highly recommended for this product.
4. Please continue by reading the Maintenance and Operation section.



View of Damping Dial on Strut Shaft

VII. Maintenance and Operation:

Minimum Pressure	Maximum Pressure
10 p.s.i.	150 p.s.i.
<i>Failure to maintain correct minimum pressure (or pressure proportional to load), bottoming out, overextension, or rubbing against another component will void the warranty. Warranty covers up to 150 PSI. Ride PSI not to exceed 120 PSI.</i>	

By following these steps, vehicle owners should obtain the longest life and best results from their air-struts.

1. Always maintain Ride Height.
2. Always adjust the air pressure to maintain Ride Height. Increase or decrease pressure from the system as necessary to attain Ride Height for optimal ride and handling.
3. Should it become necessary to raise the vehicle by the frame or do any service work, make sure the system is at minimum pressure (10 p.s.i.) for safety and to reduce the tension on the suspension/brake components.

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