



'92-'00 Civic/'94-'01 Integra/
'93-'97 Del Sol/'90-'97 Accord/
'92-'95 CRX

MN-513
(091509)
ECR 8222

Front Kit Part No. 75440
www.airliftperformance.com

***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 a 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.

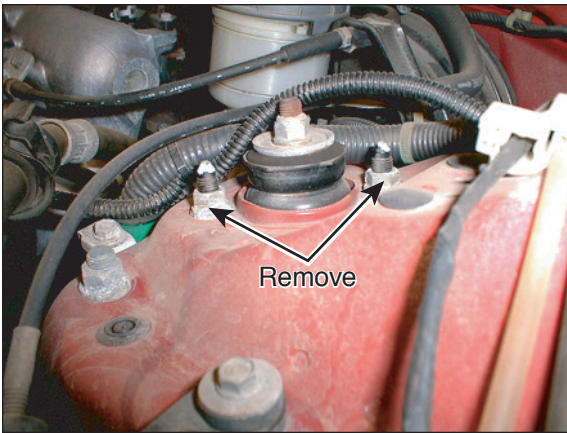


Figure 1

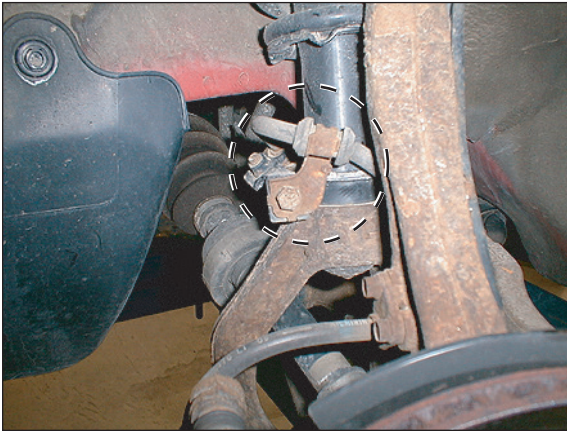


Figure 2

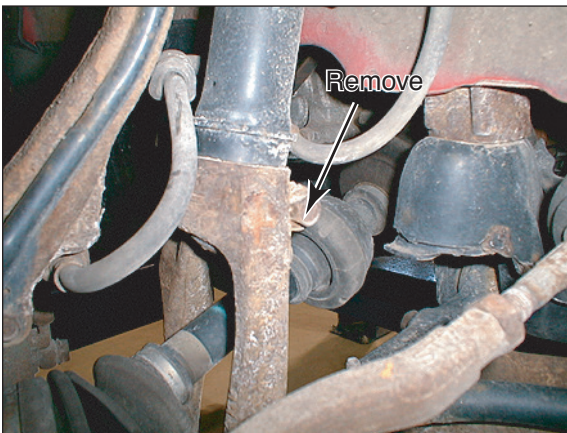


Figure 3

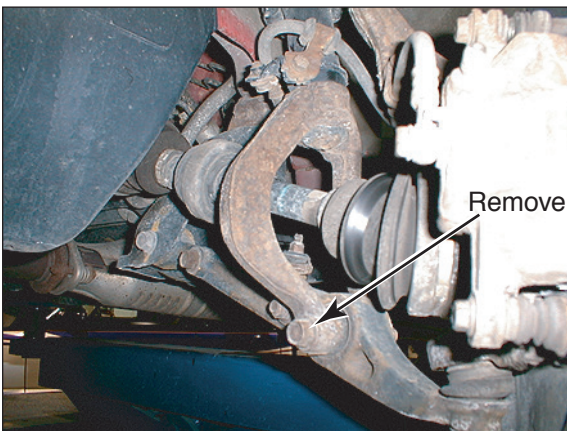


Figure 4

Hardware

Item	P/N	Description	Qty.
A	35066	Strut Assembly	2
B	21261	1/4" Pipe - 1/2" Tube Straight	2
C	18495	10mm Nylock Nut	4
D	17278	10mm x 80mm x 1.5 Bolt	4
E	18494	10mm Flat Washer	8

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 up the front of the vehicle and support the body on jackstands.
2. Remove the front wheels.

II. Strut Removal

1. Remove the two mounting nuts on the top of the strut. These are located on the inside of the engine compartment above the spring pocket (Figure 1).
2. Remove the bolts holding the brake lines to the strut body and discard.
3. Remove the strut lower mounting bolt that is on the side of the clevis (Figure 3).
4. Remove the bottom nut and bolt that holds the lower strut mount to the lower control arm (Figure 4).
5. Pull the lower strut mount away from the strut and let the mount rest on the lower axle shaft. Remove the strut from the vehicle.

III. Top Strut Mount

NOTE: The top strut mount will be re-used on the air-strut. It will be necessary to use a strut spring removal tool to remove the mount from the strut.

Use caution and follow all safety rules from the strut tool manufacturer in the removal process.

1. Remove the top strut mount from the stock strut. Retain the large washer on the top and all of the rubber pieces including the rubber spring isolator that is on the inside above the spring. Also remove and retain the steel spacer that goes on the inside of the strut mount bushings (Figure 5).

NOTE: This steel spacer may come off on the shaft of the strut. In order to correctly mount the top strut assembly, the spacer must be on the inside of the bushings (Figure 8).

2. A slot must be made in the top strut mount for the fitting. Hold the strut mount with the stud at the top and facing you. Strike a vertical mark at $1\frac{1}{4}"$ and a mark at $2\frac{3}{4}"$. Measure clockwise for the markings on the left side and counter clockwise when marking the right side. Figures 6 and 7 show the left side.
3. Measure down $\frac{1}{2}"$ from the flat edge of the strut mount (Figure 7). Cut this area out of the upper strut mount (Figure 8). Smooth the rough edges and paint the exposed areas.
4. If the rubber isolator was previously removed, set it back in the upper strut mount. Trim the rubber away with a pair of wire cutters (Figure 8).

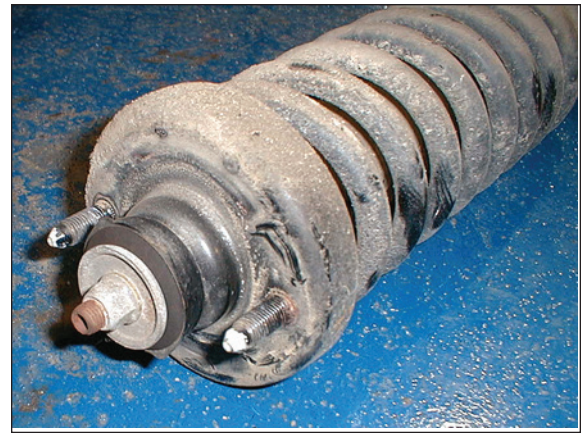


Figure 5

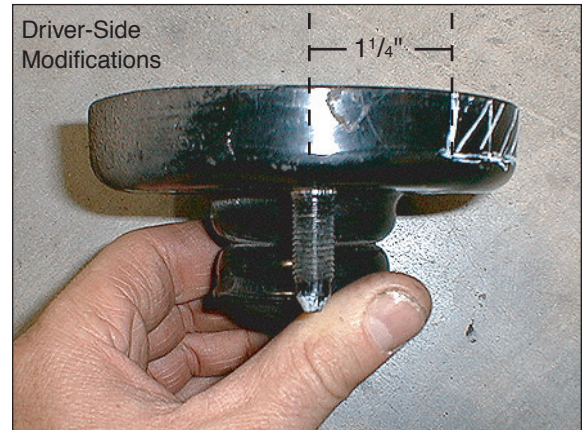


Figure 6

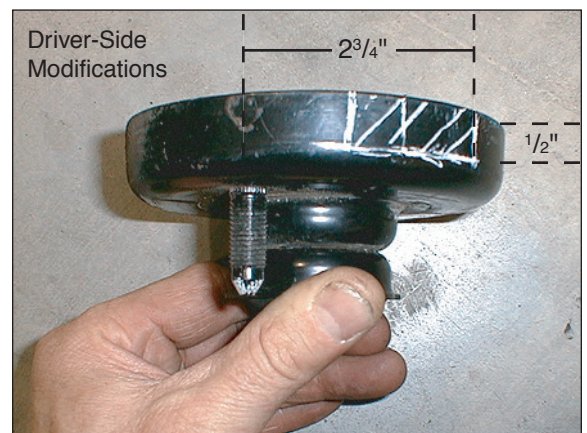


Figure 7

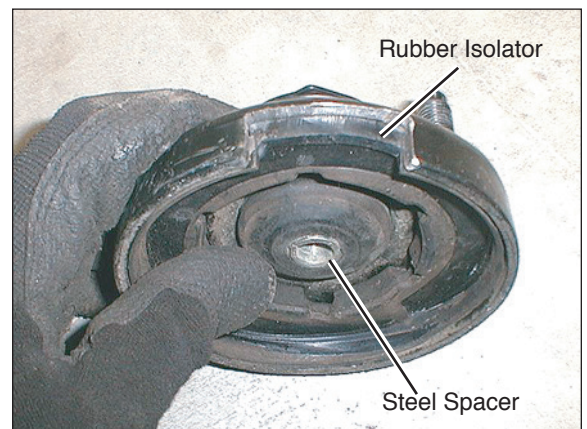


Figure 8



Figure 9

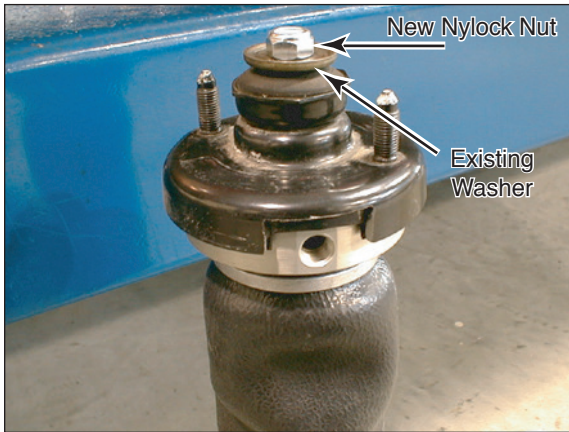


Figure 10

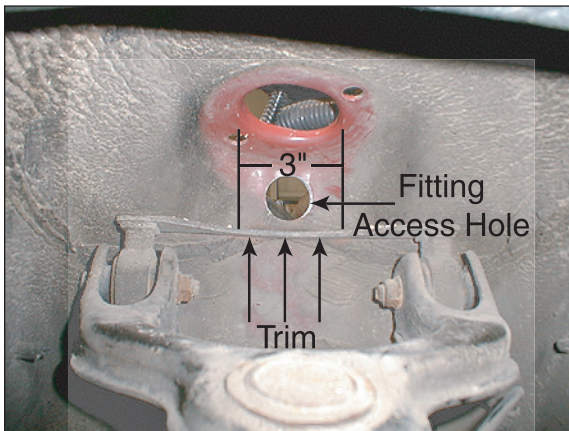


Figure 11



Figure 12

IV. Fitting Access Hole in Body

NOTE: It will be necessary to create an access hole in the upper spring seat area to install the fitting and hose for the air-strut.

1. Make sure the small washer is on top of the upper air-strut end cap (Figure 9).
2. Set the modified top strut mount onto the air-strut. Install the previously saved stock washer, and a supplied nylock nut, loosely to the top of the air-strut assembly (Figure 10).
3. Set the assembly up into the spring pocket with the fitting hole pointing inward toward the engine. Finger tighten the two existing upper strut mount nuts onto the upper strut mount studs.
4. Take note of where the hole points toward the upper spring seat pocket. Use a china or felt marker and mark the area where the fitting will go.
5. Remove the air-strut. Center punch and drill a hole large enough to get a socket over the fitting to tighten the fitting into the upper air-strut end cap (Figure 11).

CAUTION: Be sure to move any electrical connectors or wires that are on the inside of the engine compartment before drilling or cutting.

V. Spindle Casting Flash

IMPORTANT: This step is critical to the life and performance of your air bags.

1. It will be necessary to grind the inside of the flashing off the spindle arm that attaches to the upper control arm (Figure 12).

Caution: Failure to grind the flashing may cause the air bag to rub against the spindle arm flashing and rupture. This will void the air bag warranty.

NOTE: Make sure the face is smooth and clear of burrs.

VI. Trimming the Upper A-Arm

NOTE: It will be necessary to trim the flange off of the upper A-arm in order to make clearance for the flex member (Figure 13).

1. Remove the control arm mounting hardware and replace with bolts (D), flatwashers (E), and nylock nuts (C) being sure to insert them with the bolt heads facing the inside of the control mount in order to provide adequate clearance for the air strut (Figure 11).
2. The inside flange on the upper control arm can be trimmed by

using a die grinder with a cut-off wheel or grinding bit. Be sure all sharp edges are removed, and paint the exposed area when complete (Figure 13).

3. The top bar for the upper control arm will also need to be trimmed. Grind 1/8" off of a 3" area (Figure 11).

VII. Installing the Strut

NOTE: Be sure the area on the body is clear of anything protruding from it including the line/hose clips from the engine compartment.

1. Set the air-strut assembly in place. Hand tighten the top nuts onto the upper strut mount studs. Make sure the fitting lines up with the hole that was previously made in the upper spring retainer (Figure 16).
2. Slide the lower mount onto the strut tube. Be sure to line up the small tab of the brake line bracket/spacer with the slot in the lower strut mount. Align the indent in the lower air-strut with the bolt hole in the clevis. Insert the existing bolt and finger tighten.
3. Insert the lower bolt into the lower strut mount and the lower control arm. Push the bolt all the way through and finger tighten the stock nut onto the bolt.
4. While the assembly is still loose, install and tighten the upper air fitting into the top air-strut upper end plate.

Tighten the fitting (B) finger-tight plus 1 1/2 turns being careful to tighten on the metal hex nut only.

NOTE: The fitting needs to be turned so that a base of the hex nut is parallel to the end cap (Figure 15).

NOTE: It may be necessary to grind the access hole or tighten the upper strut mount to get the socket over the fitting (Figure 17).

5. Once the fitting is installed, tighten the supplied nylock nut on the upper air-strut.

NOTE: By holding the air-strut, you can index the fitting slightly while tightening this nut.

6. Tighten the two upper strut mount nuts.
7. Tighten the clevis bolt.

NOTE: It may be necessary to jack the lower control arm up to take the slack out of the lower control arm/strut assembly.

8. Tighten the bottom strut mount/control arm bolt and nut.

VIII. Brake Line Attachment

1. Using the supplied tie straps, fasten the brake line to the lower clevis (Figure 14).

Repeat the installation for the other side of the vehicle.

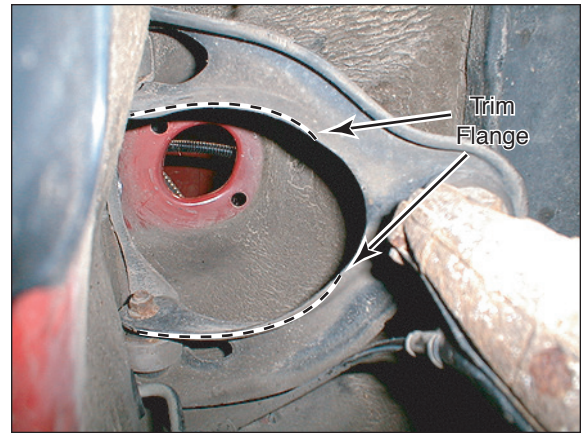


Figure 13



Figure 14

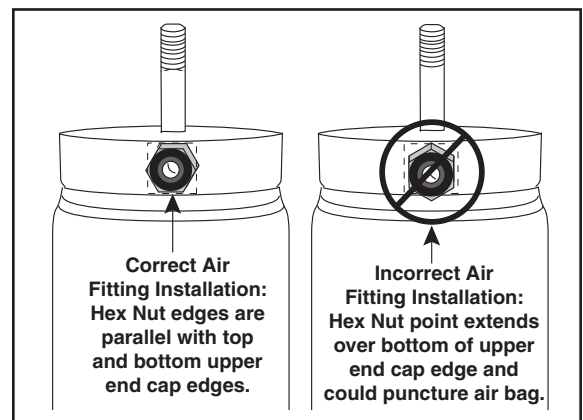


Figure 15

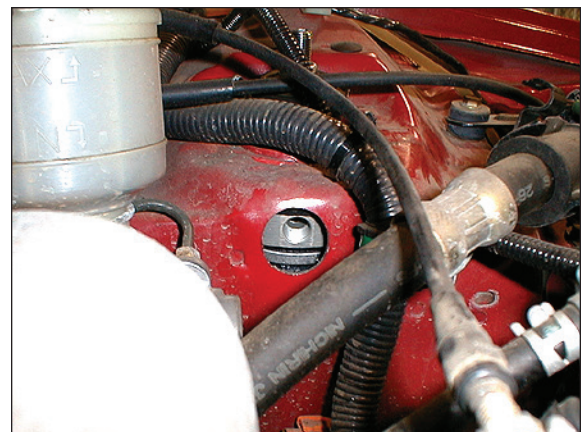


Figure 16

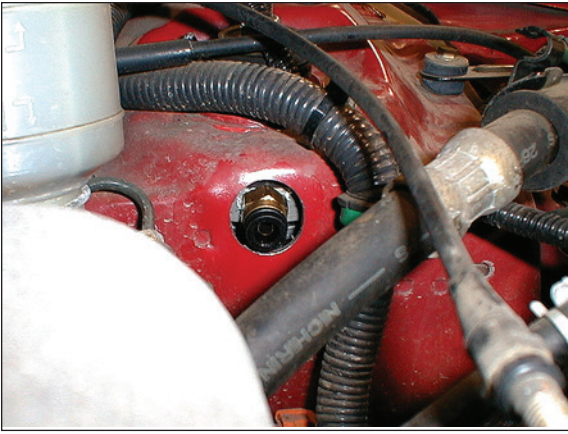


Figure 17



Figure 18

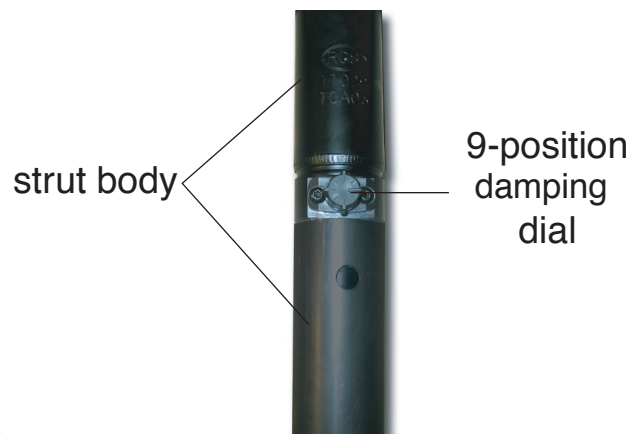
IX. Finishing Touches

NOTE: Be sure to check clearances in an inflated and deflated condition to avoid early flex member failure. Grind area for clearance if necessary.

1. Use silicone, or something pliable, around the fittings and the body to seal holes off. This will keep the elements from entering the engine compartment.
2. Before operating, note the wheel clearance. Keep the wheels straight when deflating the front air-struts so wheels do not hit on the fender quarter panel.
3. A finished installation is shown in figure 18.
4. Air Lift recommends the installation of a strut bar with this air-strut kit.

X. Before Operating

1. 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.
2. Tighten and visually inspect all hardware after 100 miles.
3. 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.
- 4 Air Lift part #27669 or #27671, AutoPilot V2 Air Management System, is highly recommended for this product.



XI. 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-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 PSI) for safety and to reduce the tension on the suspension/brake components.

Thank you for purchasing Air Lift Performance Products



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Warranty Information

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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.
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Figure 1

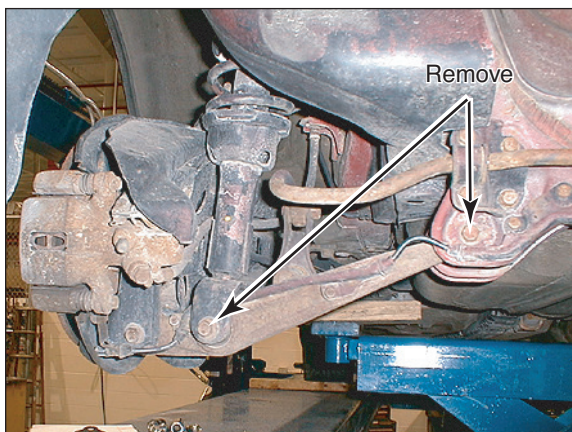


Figure 2

Hardware

Item	P/N	Description	Qty.
A	35062	Strut Assembly	2
B	21261	1/4" NPT x 1/2" Tube Straight	2
C	18443	7/16" Spacer	4

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.

II. Strut Removal

NOTE: Begin on the driver-side

1. Remove the top two nuts holding the upper strut mount to the body (Figure 1).
2. Remove the lower strut bolt.

NOTE: It may be necessary to replace the bolt and the lower control arm bushing if the bolt is corroded to the bushing (Figure 2).

3. Remove the inside lower control arm bolt (Figure 2).
4. If equipped with ABS brakes, unclip the ABS line from the lower control arm. Retain the bolts to re-attach the line later (Figure 2).
5. Disconnect the sway bar if so equipped.
6. Pull the lower control arm down far enough to remove the strut.

III. Upper Strut Mount

NOTE: The top strut mount will be re-used on the air strut. It will be necessary to use a strut spring removal tool to remove the mount from the strut.

Use caution and follow all safety rules from the strut tool manufacturer in the removal process.

1. Remove the top strut mount from the stock strut. Retain the large washer on the top and all of the rubber pieces including the rubber spring isolator that is on the inside above the spring. Also remove and retain the steel spacer that goes on the inside of the strut mount bushings.

NOTE: This spacer may come off on the shaft of the strut. In order to correctly mount the top strut assembly, the spacer must be on the inside of the bushings.

2. A slot must be made in the top strut mount for the fitting. Set the upper spring mount onto the air-strut. Loosely install the stock flat washer and supplied nylock nut onto the strut shaft.
3. Hold the upper strut mount in place with the two, previously removed, nuts. Set the lower clevis of the strut around lower control arm and loosely insert the bolt.

IMPORTANT NOTE: The air port faces toward the inside of the car. Make sure that the upper strut mount is aligned with the mounting holes prior to marking the strut mount for cutting.

4. Mark the area on the upper strut mount where the fitting goes into the upper air-strut end cap (Figure 3).
5. Remove the strut and upper strut mount. Cut or grind out the marked area to make room for the fitting.
6. If the rubber isolator was previously removed, set it back in the upper strut mount. Trim the rubber away with a pair of wire cutters (Figure 4).



Figure 3



Figure 4

IV. Strut Assembly Installation

1. Place the assembled strut in the vehicle and mark where the air fitting will pass through the strut tower. Using a hole saw, make a hole in the strut tower that is 1/8" - 1/4" bigger than the diameter of the air fitting to ensure adequate clearance.
2. Install the upper strut mount back onto the top of the air-strut assembly. Be sure the small washer is in between the air-strut upper end plate and strut mount. Loosely attach the upper strut mount with the previously saved stock upper washer and new nylock nut.



Figure 5

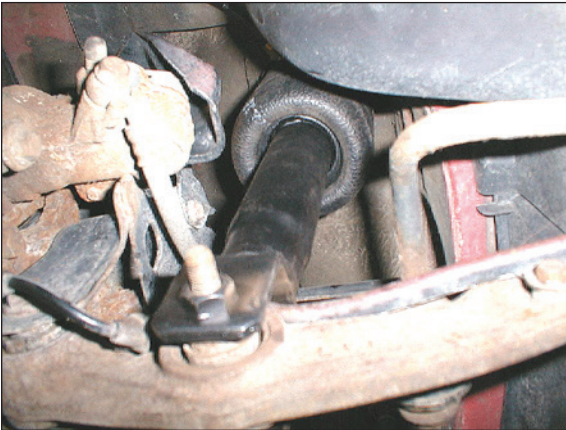


Figure 6

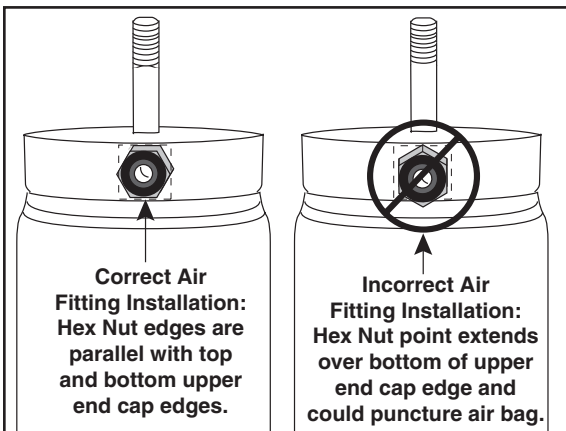


Figure 7

3. Set the assembly in place. Attach the top two existing nuts onto the upper strut mount to hold the assembly in place. Tighten securely.
4. Using the existing hardware, attach the lower control arm to the inside mount.

NOTE: It may be necessary to slightly twist the lower control arm to get the bolt to start threading correctly.

Tighten securely.

5. Attach the strut to the lower control arm and tighten securely.

NOTE: In order to fit the 1996 and newer Civics, you will have to use the provided spacers (C) on each side of the lower strut mount to reduce the space between the A-arm and the strut.

6. If the ABS lines and/or sway bar were detached, re-attach them at this time.
7. Repeat steps one through four for the other side of the vehicle.

V. Finishing Touches

NOTE: Be sure to check clearances in an inflated and deflated condition to avoid early flex member failure.

1. Install the air fitting (B). Tighten the fitting finger-tight plus 1 1/2 turns being careful to tighten on the metal hex nut only.

NOTE: The fitting needs to be turned so that a base of the hex nut is parallel to the end cap (Figure 7).

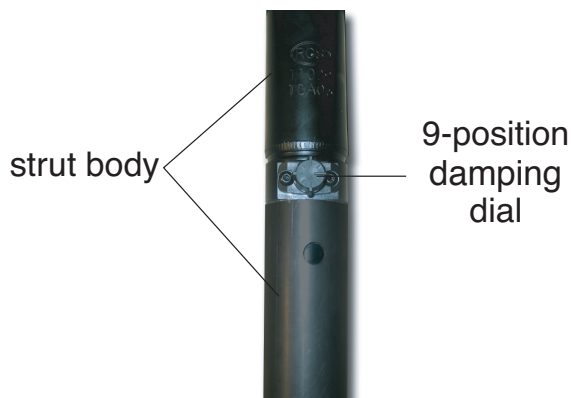
2. Before operating, note the wheel clearance.
3. A finished installation is shown in figure 6.
4. Using a silicone sealer, seal the holes where the air fitting and air lines enter the car.

Notes

Notes

VI. Before Operating

1. Inflate and deflate system (do not exceed 145 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.
2. Tighten and visually inspect all hardware after 100 miles.
3. The struts for this vehicle come with a nine-position damping dial (shown right) for added adjustability. To start, we recommend setting the dial at the third position for the most versatility.
4. Air Lift part #27669 or #27671, AutoPilot V2 Air Management System, is highly recommended for this product.
5. Please continue by reading the Maintenance and Operation section.



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Minimum Pressure	Maximum Pressure
10 PSI	150 PSI
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By following these steps, vehicle owners should obtain the longest life and best results from their air-struts.

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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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