PLEASE READ CAREFULLY BEFORE PROCEEDING WITH INSTALL

Product Disclaimer

- A vehicle modified by the use of competition product(s) for use on public roadways may not meet local, state, or federal regulations. Installation and use of this competition product(s) may also affect vehicle insurance coverage. It is the purchaser's responsibility to meet and comply with regulations and policies before operating vehicle on public roadways.
- There is no warranty stated or implied due to the unusual stress placed on competition product(s) and/or the inability to monitor their modification, installation, and use. The entire risk of quality, performance, and defect is with the purchaser and not the manufacturer, distributor, or retailer. Should any product(s) prove to be defective for any reason under any circumstance, the purchaser and not the manufacturer, distributor, or retailer will assume financial responsibility for any consequential damages, repairs/service, and any other liability.
- Group-A Autosports, Inc., does not guarantee ride quality for the following reasons:
    a. Ride quality is entirely a subjective opinion
    b. Proper installation is not guaranteed
    c. Road condition vary
    d. Shocks/struts quality and condition vary
    e. Ride height adjustments will vary
- Return of product(s) will be accepted ONLY if product(s) is in resellable condition. All accepted returns will be subjected to a 20% restocking fee. **ABSOLUTELY NO RETURNS ON USED PRODUCTS.** For more information on return policy, please call 951-808-9888.

Part # 517-05-0730
1988-2000 Honda Civic, CRX, Del Sol
1990-2001 Acura Integra Adjustable Drag Launch Coilover Kit

Included items with Civic/Integra Drag Launch Kit - Please inspect each item for defects before installation

- (2) 125mm Threaded sleeves with dual-locking perches (rear assembly)
- (2) 115mm Threaded sleeves with daul-locking perches (front assembly)
- (2) 7" Front springs 0700-250-010 (10kg/mm spring rate)
- (2) 7" Rear springs 0700-250-018 (18kg/mm spring rate)
- (2) Steel rings (large I.D.56mm, Small I.D 50mm)
- (8) Thin rubber O-rings
- (8) Medium rubber O-rings
- (4) Thick rubber O-rings
- (2) Spanner wrenches

DRAG LAUNCH KIT - FOR OFF ROAD USE ONLY

INSTALLATION - Please refer to factory service manual if available

Before the removal and installation of parts, please refer to the factory service manual , or equivalent.

Note:
- It is recommended that this coilover kit product be installed by a trained technician/professional.
- For factory strut removal instructions and diagrams, please refer to the factory service manual, or equivalent.

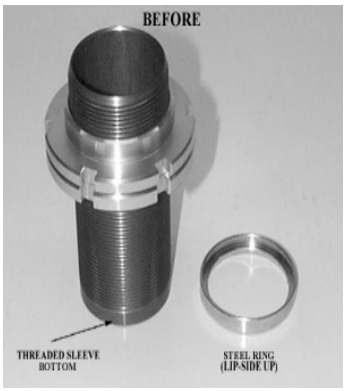
Spring height adjustment:

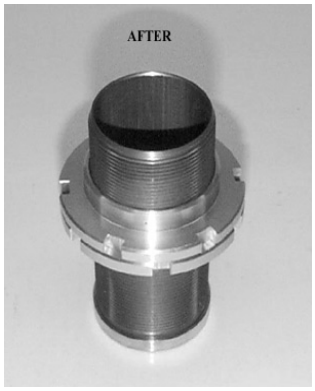
This coilover kit is designed to allow both race-ride and street-ride heights. It is not recommended to run race-ride height for normal street driving. This will result in more tire wear due to the excessive negative camber, which creates more stress on the wheel hubs and ball joints.

With the vehicle jacked up and secured on jack stands, raise (clockwise) or lower (counter clockwise) the aluminum perches with the supplied spanner wrenches to the desired height. Depending on which way turned, securely tighten the other perch against it. Lower the vehicle to check ride height. This processed may need to be repeated until the desired ride height is achieved. Camber and toe settings will change depending on the height adjustments. A wheel alignment is recommended after complete installation.

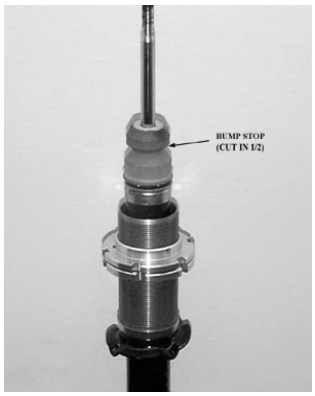
Reference Diagrams

Front assembly





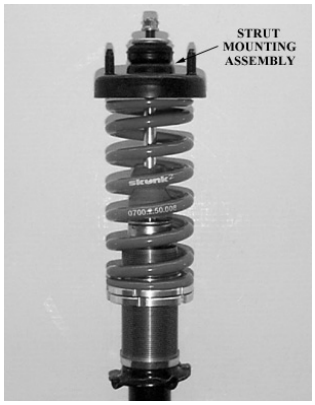
Insert steel ring (lip-side up) onto short (115mm) threaded sleeve bottom. The bottom is the non-threaded portion of the sleeve. Ring should be firmly placed by lightly taping onto sleeve. This will be placed over the strut and rubber o-rings.



Each strut should use (2) o-rings to secure the top and bottom of the coilover sleeve. Choose the o-ring size that offers the securest fit. After properly positioning the o-rings, secure them by wrapping with duct/electrical tape. Some applications may not require the use of rubber o-rings.

Slide short coilover sleeve over strut and o-rings, with the non-threaded of the sleeve as the bottom. If there is too much play between the strut and sleeve, thicker o-rings and/or the use of tape will be needed. Properly installed o-rings will securely fit sleeve to strut. You may use a lubricant (WD-40) to help slide the sleeve over more easily. Place cut-in-half bump stop through strut piston.

Place correct spring over sleeve and onto dual locking perches.

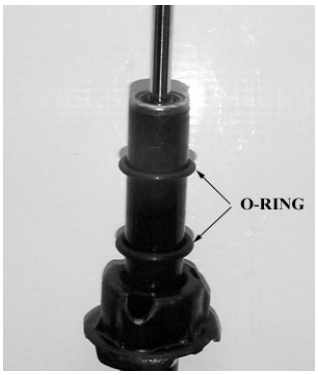


Place the strut mounting assembly back onto spring. Tighten self-locking nut. Re-install into vehicle. Adjust coilover height accordingly.

Rear assembly

AT YOUR OWN RISK

In order to maximize the range of coilover adjustment, a portion of the strut perch (welded to strut) may be knocked/trimmed off. However, leave enough material so that the sleeve may sit securely on top of. Be cautious when trimming perch, **DO NOT CUT INTO SHOCK.** It is also okay to flip the factory rear spring perch upside down.

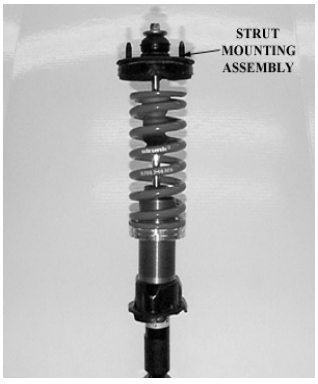


Place rubber o-rings onto strut. Each strut should use (2) o-rings to secure the top and bottom of the coilover sleeve. Choose the o-ring size that offers the securest fit. After properly positioning the o-rings, secure them by wrapping with duct/electrical tape. Some applications may not require the use of rubber o-rings. Notice the upside down spring perch.

Slide tall (125mm) coilover sleeve over strut and o-rings, with the non-threaded portion of the sleeve as the bottom. If there is too much play between the strut and sleeve, thicker o-rings and/or tape will be needed. Properly installed o-rings will securely fit sleeve to strut. You may use a lubricant (WD-40) to help slide the sleeve over more easily.

Place cut-in-half bump stop through sleeve.

Place correct spring over sleeve and onto dual locking perches.



Place the strut mounting assembly back onto spring. Tighten self-locking nut. Re-install into vehicle. Adjust coilover height accordingly.