



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 # 517-05-1690
2002-2003 Acura RSX Adjustable Coilover Kit**

Included items with RSX Coilover kit - Please inspect each item for defects before installation

- | | |
|---|--|
| • (2) 115mm Threaded sleeves with dual-locking perches (rear assembly) | • (2) Aluminum upper mounts for front assembly |
| • (2) 108mm Threaded sleeves with dual-locking perches (front assembly) | • (8) Rubber O-rings |
| • (2) 6" Front springs 0600-250-010 (10kg/mm spring rate) | • (2) Spanner wrenches |
| • (2) 6" Rear springs 0600-250-006 (6kg/mm spring rate) | |

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.

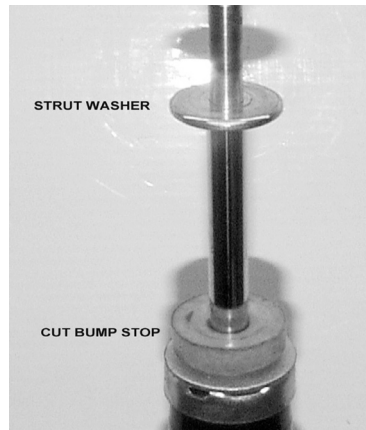
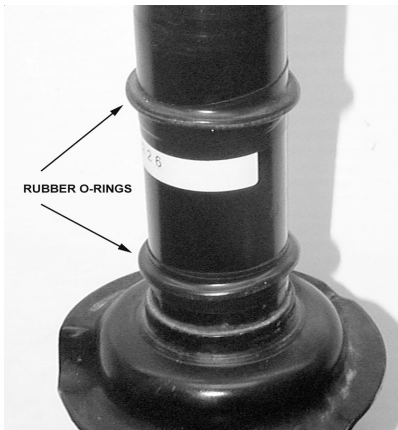
Spring height adjustment:

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 process 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

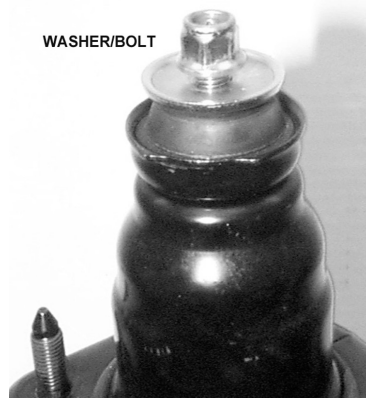
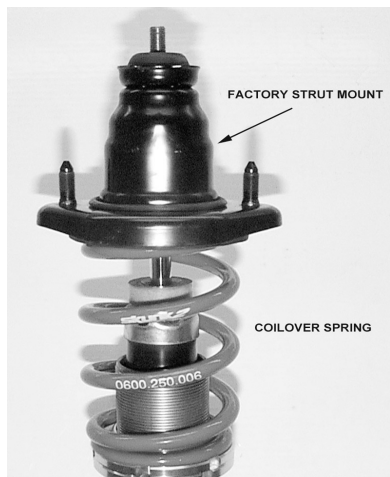
Rear assembly



Slide the rubber o-rings (provided) over the struts. Each strut should use (2 rubber O-rings) to secure the top and bottom of the sleeve. Secure O-rings with electrical tape. Next, cut factory bump stop in half, using the larger half. Slide over strut pistons. Place strut washers over strut pistons.



Slide (tall 115mm) threaded sleeves over the rubber O-rings. Make sure that the non-threaded portion of the sleeves are sitting squarely on factory spring perches. You may use lubricant (WD-40) to help slide the sleeve over the rubber O-rings more easily.

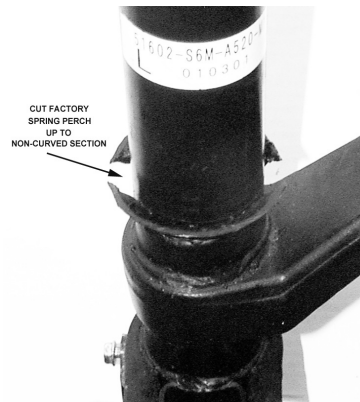


Place the correct coilover springs (0600-250-006) on to threaded sleeve perches. Then place the factory strut mounts over springs. Next secure them with washers and tighten with lock nuts. Install entire coilover assembly back in to suspension. Please refer to factory manual or equivalent. The factory dust covers will not be used.

Front assembly

AT YOUR OWN RISK

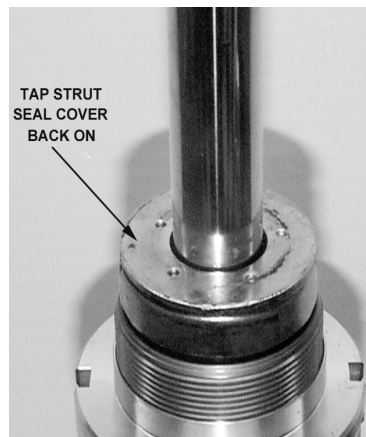
In order to maximize the range of coilover adjustment, a portion of the strut perch (welded to strut) may be knocked/trimmed off. However, leave enough material so that the sleeve may sit securely on top of. Be cautious when trimming perch, **DO NOT CUT INTO SHOCK**. It is also okay to flip the factory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



Once the front struts are removed, the factory spring perches can be trimmed in order to maximize the adjustment range of the coilovers. Trim the perches to the area where they no longer curve upward. There should be material left for the sleeves to sit squarely. Please use caution. **DO NOT** cut into shock.

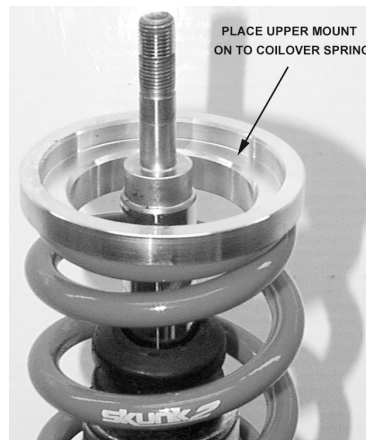
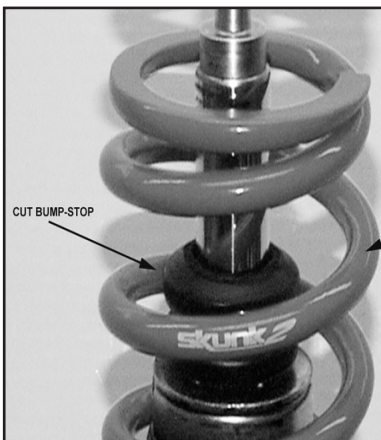
Next untap strut seal cover.

NOTE: rubber O-rings will not be required for front assembly.

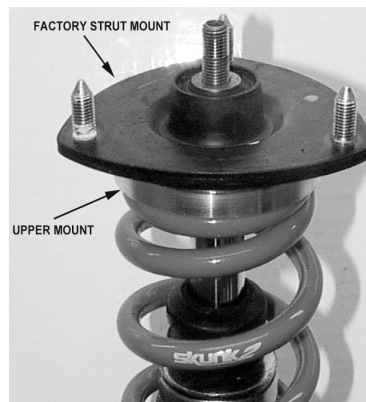


Place threaded sleeves (short 108mm) over struts, making sure the non-threaded portion is used as the bottom. Next, tap strut seal cover back on to strut. Make sure that they sit properly on struts.

Wrap enough electrical tape around the strut body to take up the gap between the coilover sleeve and the strut. You may use lubricant (WD-40) to help slide the sleeve over the tape more easily.



The factory bump stops should be cut in half, using the larger halves. Slide each over strut pistons. Next, slide correct coilover springs (0600-250-010) over threaded sleeve and on to spring perches. Next, place the upper mounts on to each spring. The factory dust covers will not be used.



Before reinstalling the factory strut mount on to the strut, remove the factory upper spring perch, leaving the plastic strut bearing on the underside of the factory strut mount exposed. Reassemble and reinstall the strut assembly as usual. Please refer to the factory service manual or equivalent.

Important: When lowering the vehicle, make sure the Skunk2 aluminum upper mount is centered on the plastic strut bearing.