‘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.

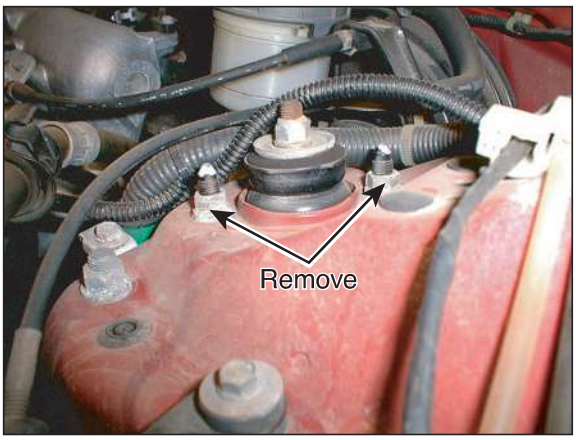


Figure 1

Figure 2

Figure 3

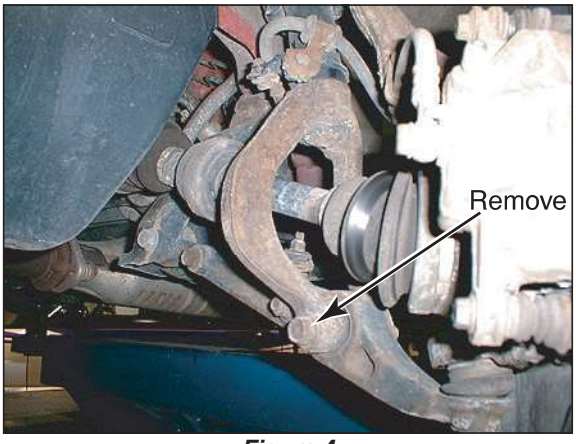


Figure 4

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 1/4" and a mark at 2 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 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

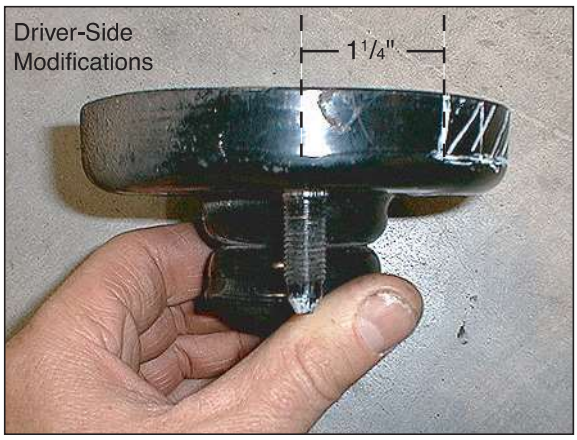


Figure 6

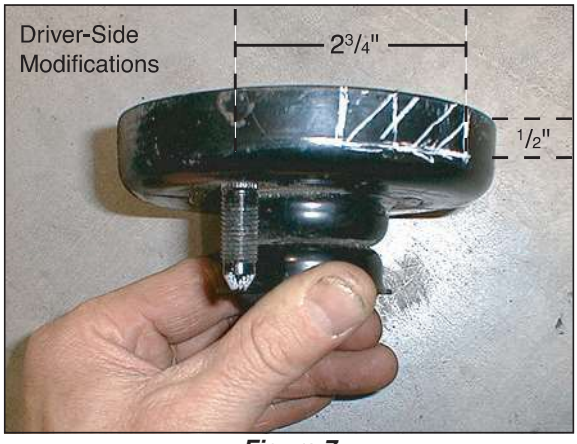


Figure 7

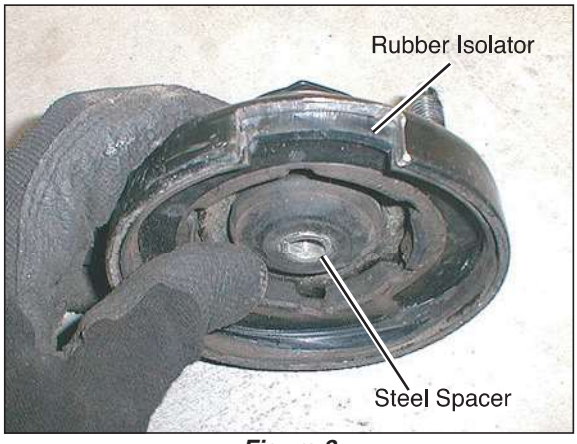


Figure 8

Figure 9

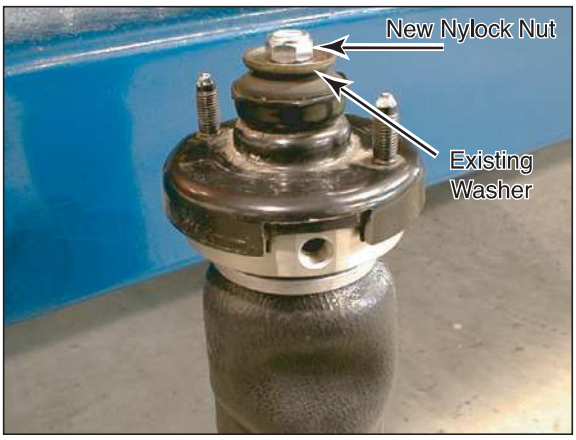


Figure 10

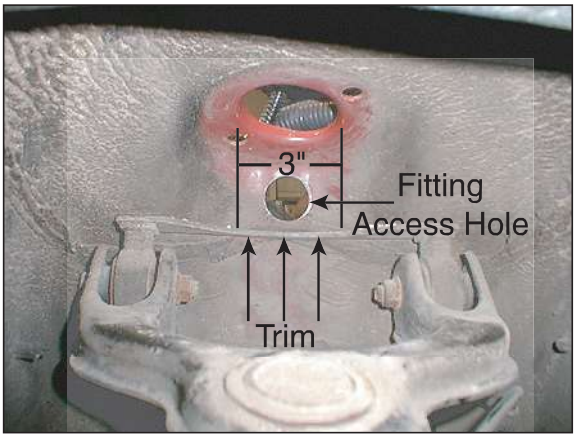


Figure 11

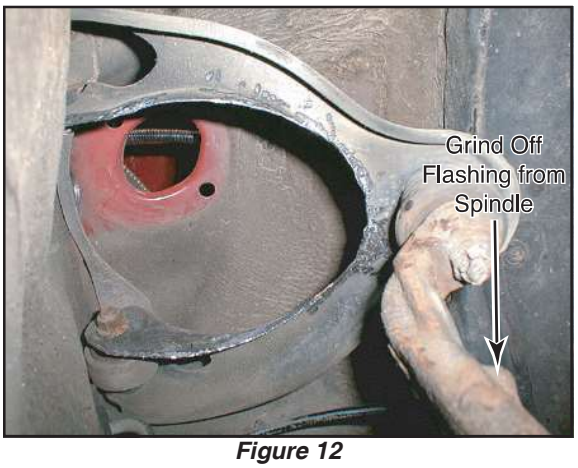


Figure 12

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.

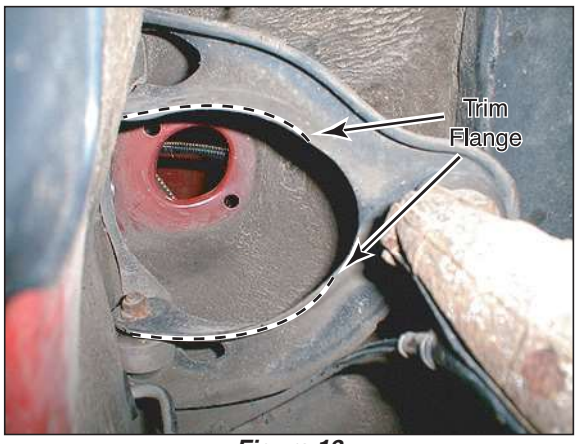


Figure 13

Figure 14

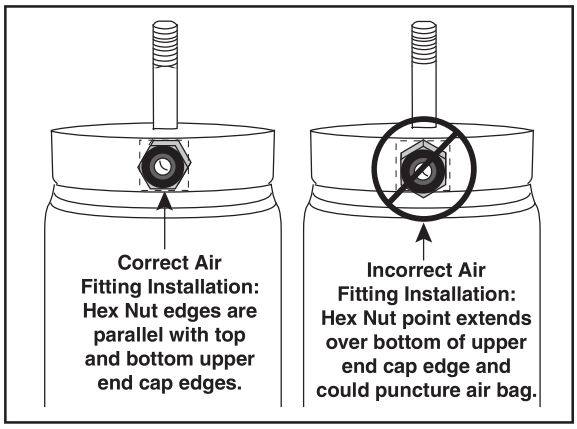


Figure 15

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.

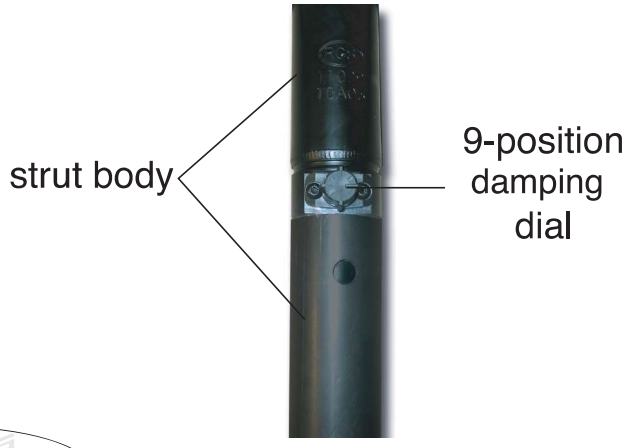
X. Before Operating

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

Failure to maintain correct minimum pressure (or pressure proportional to load), bottoming out, overextension, or rubbing against another component will void the warranty.

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

Mailing Address:
AIR LIFT COMPANY
P.O. Box 80167
Lansing, MI 48908-0167

Street Address:
AIR LIFT COMPANY
2727 Snow Rd.
Lansing, MI 48917

Local Phone: (517) 322-2144
Fax: (517) 322-0240

For Technical Assistance call 1-800-248-0892

"The Choice of the Professional Installer"

Printed in the USA
JJC-1216