92-01 Honda Prelude

Rear Kit Part No. 75632

www.airliftperformance.com

MN-543
(05409)
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.

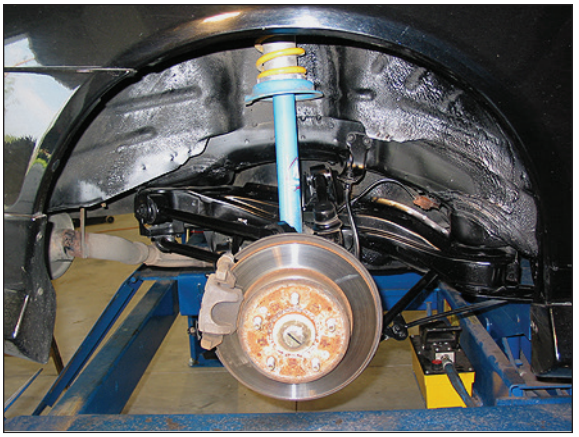


Figure 1

Figure 2

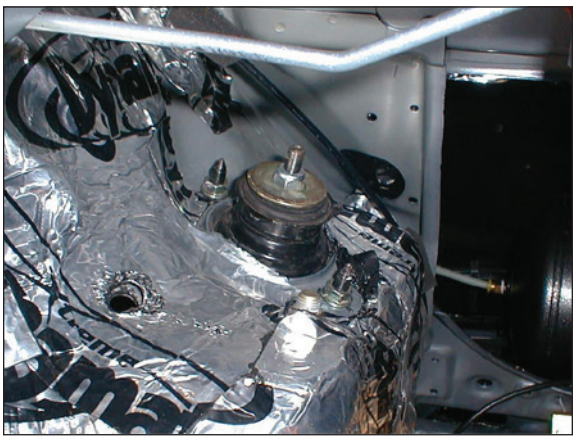


Figure 3

Figure 4

Hardware

Item	P/N	Description	Qty.
A	35056	Prelude Strut Assembly	2
B	09333	Protector	2
C	17264	Bolt M10-1.5	2
D	18494	Flat Washer M10	4
E	18495	Nylock Nut M10-1.5	2
F	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. Jack the vehicle up and support the body on jackstands.
2. Remove the rear wheels (Figure 1).

II. Strut Removal

1. Remove the bolt in the lower strut mount and discard (Figure 2).
2. Remove the two nuts from the upper strut mount and retain for re-installation.

   NOTE: These are located behind the back seats in the trunk compartment on the inside of the vehicle.

3. Remove strut assembly.
4. Using a spring compressor, remove the O.E.M retaining nut, 1 flatwasher, and the rubber bushings from the upper strut mount (Figure 3). Retain the flat washer and rubber bushing for later use.

III. Cutting the Upper Strut Mount

1. Make a relief cut on the mount (Figure 7) to allow adequate clearance for the air fitting.

   NOTE: Failure to cut this relief will cause serious damage to the air fitting.

2. Once upper mount modifications are complete, reinstall the upper strut mount to its O.E.M. position using the previously removed O.E.M. upper strut mounting hardware.

IV. Drilling the Hole for the Air Line

1. Hold the strut up to the vehicle where it will be in place and make a mark on the inner fenderwell where the air fitting will pass through it.

2. Remove the strut and drill at least a 3/4" hole.

   NOTE: Drilling the hole at least 1/4" larger than the size of the air line prevents the air line from rubbing on the fenderwell.

3. After installing the air line to the strut and through the previously drilled hole, use a rubber grommet or silicone caulk to prevent the air line from rubbing on or against the hole in the inner fenderwell.

   NOTE: See Section VI for air fitting installation.

Figure 5

V. Strut Assembly Installation

1. Insert the air fitting (F) into the strut.

2. 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 9).

3. Place the supplied protector (B) onto the threaded end of the strut.

4. Place the threaded end of the strut into the upper strut mount and attach using the O.E.M. rubber bushing and O.E.M. flat washer and a supplied nylock nut. Tighten securely.

   NOTE For Driver-Side: The air fitting will face towards the inside of the vehicle (Figure 10).

   NOTE For Passenger-Side: The air fitting will face towards the inside of the vehicle (Figure 10).

5. Place the clevis on the lower strut over the O.E.M. lower strut mount.

6. Insert the supplied bolt (C) through one flat washer (D), the strut mount, the other flat washer (D) and attach using the supplied nylock nut (E) (Figure 11).

7. Tighten all upper and lower strut mounting hardware at this time.

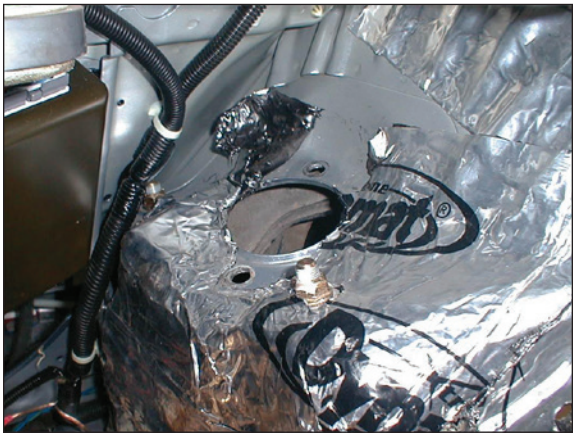


Figure 6

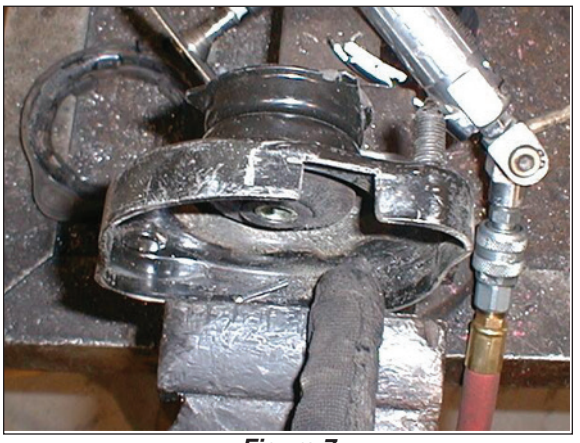


Figure 7

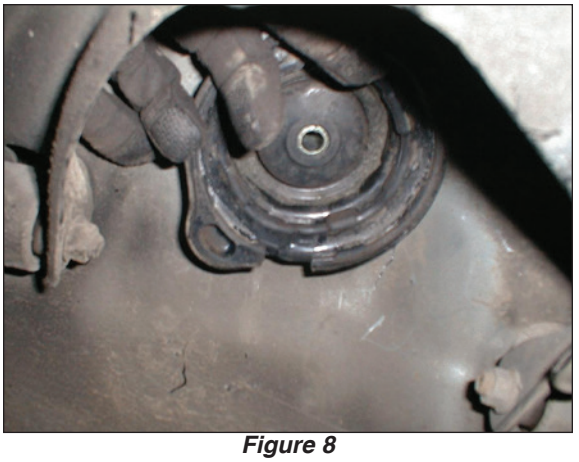


Figure 8

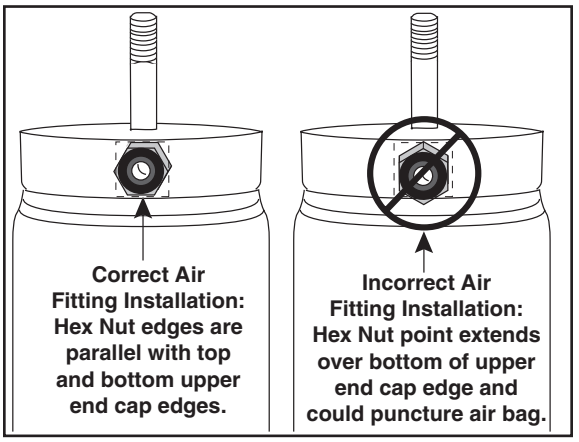


Figure 9

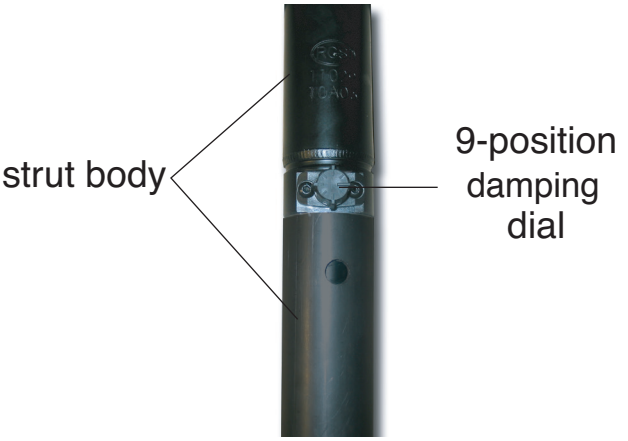
Figure 10

Figure 11

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 #27669 or #27671, AutoPilot V2 Air Management System, is highly recommended for this product.

4. Please continue by reading the Maintenance and Operation section.

NOTES

NOTES

VII. Maintenance and Operation:

Minimum Pressure	Maximum Pressure
10 p.s.i.	150 p.s.i.

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

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.

Thank you for purchasing Air Lift Performance Products

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