



INSTALLATION INSTRUCTIONS

Progress Technology Rear Anti-Sway Bar
Honda Civic 92-95 Part # 62.1040 / Race bar 62.1044
Acura Integra 94-01 Part # 62.1041 / Race bar 62.1045
No Revision (7/20/16)

WHO SHOULD INSTALL THIS PRODUCT?

Progress Technology products should only be installed by a qualified licensed mechanic experienced in the installation and removal of suspension components. Please read instructions from start to finish and verify the parts in the parts list before beginning installation.



Note: Rear lower control arms must have threaded end link boss to install this bar (Step 10)

Parts List

Description	Quantity	Description	Quantity
Rear Sway Bar	1	Aluminum spacer (Long) 1.00"	2
Brace	1	Aluminum spacer (Short) 0.55"	2
Bushing	2	M8-1.25 x 25 FHCS	2
Bushing bracket	2	M8-1.25 x 45 FHCS	2
Lube	1	M8-1.25 Nylock Nut	4
Stabilizer Link, Female, with flange nut	2	M10-1.25 X 110 FHCS	2
Stabilizer Link, Male, with flange nut	2	M10-1.25 Jam Nut	4
		5/16 SAE Flat washer	8
		3/8 SAE Flat washer	2

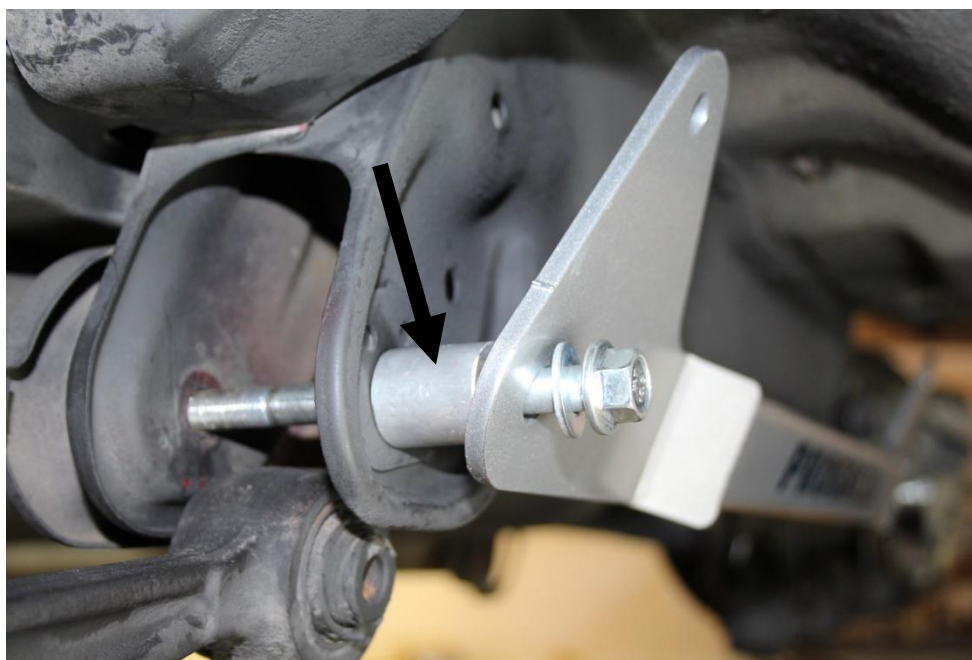
1. Park vehicle on a smooth, level asphalt or concrete surface. Block front wheels. Jack up rear end of car and support with jack stands.
2. If equipped, remove the factory bushings and brackets. Remove the end links and then remove the bar from the vehicle.

3. Remove the inner bolts from the lower control arms that attach to the rear sub frame and discard. On vehicles without factory sway bar mounting points, you will need to remove the lower control arms from the inner mounts as shown. (a)



Remove the lower control arm bolt. (a)

4. Align the brace with the lower control arm hole using the M10 bolt and washer provided. Place the long spacer behind the brace and hand tighten only (both sides). (b)



Use the longer spacer between the brace and chassis (b)

5. Next, assemble the bushings and reinforced brackets onto the bar: First apply grease into the bore of the bushings. Place the bushing onto the bar outside of the lateral locating rings. Then place the reinforced brackets over the bushings.
6. Attach the bar and bushings to the brace using the 8mm flange bolt, washer and short spacer behind the brace. Thread into the existing OEM insert. If your chassis has no OEM inserts use the nuts and washers provided to fasten. Hand tighten for now. (c,d)



Use the short spacer between the brace and chassis (c)



Use the nylock nuts and washers to secure the upper mount if not equipped with factory mounting holes (d)

7. Use the 8mm short flange bolts, washers and nylock nuts (behind the brace) to secure the lower bushing bracket mounting hole to the brace. Hand tighten only at this time. (e)



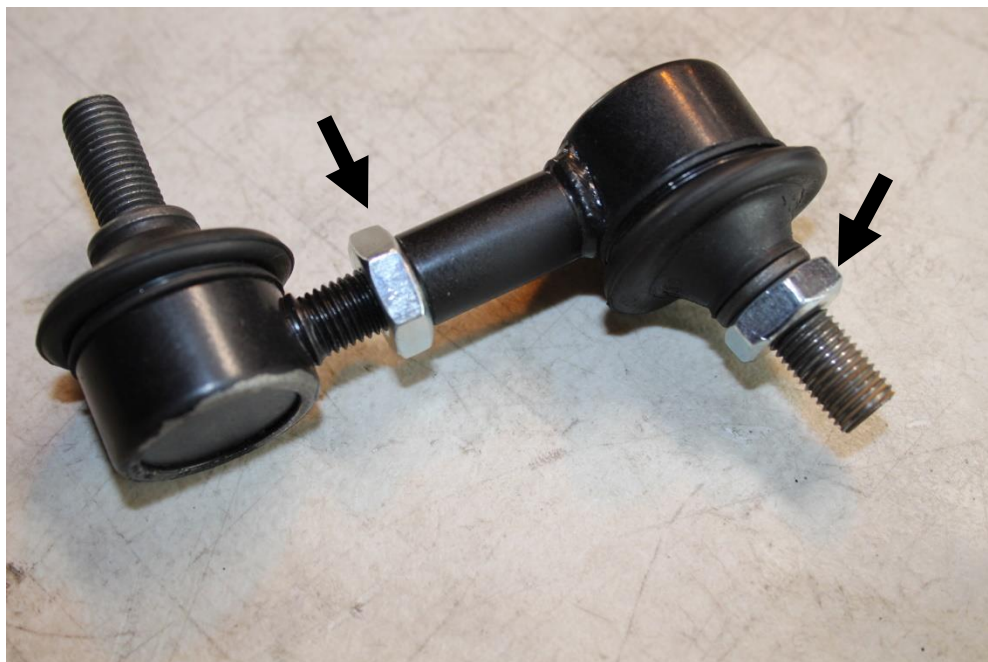
Use the short flange blot for the lower bushing bracket hole (e)

8. With the bar/brace attached to the sub frame, remove the lower bolts just enough to place the lower control arms back into their mounting locations. (f)



(f)

9. Assemble the end links as shown with the one jam nut threaded on the end link stud and the other to lock the two joints together. Adjust the center-to-center length to 75 mm (3.00") (g,h)



(g)



(h)

10. Thread the end link into the OE location till the jam nut is up against the control arm. (i)



(i)

11. Use a 5mm hex wrench to thread the stud into the control arm if needed. (j)



(j)

12. Install both links to the lower control arms. Hold the stud with the hex wrench and tighten the jam nut tight against the control arm. The jam nut will lock the end link stud in place. (k)



(k)

13. Now select the location of the end link on the sway bar. (l,m,n)

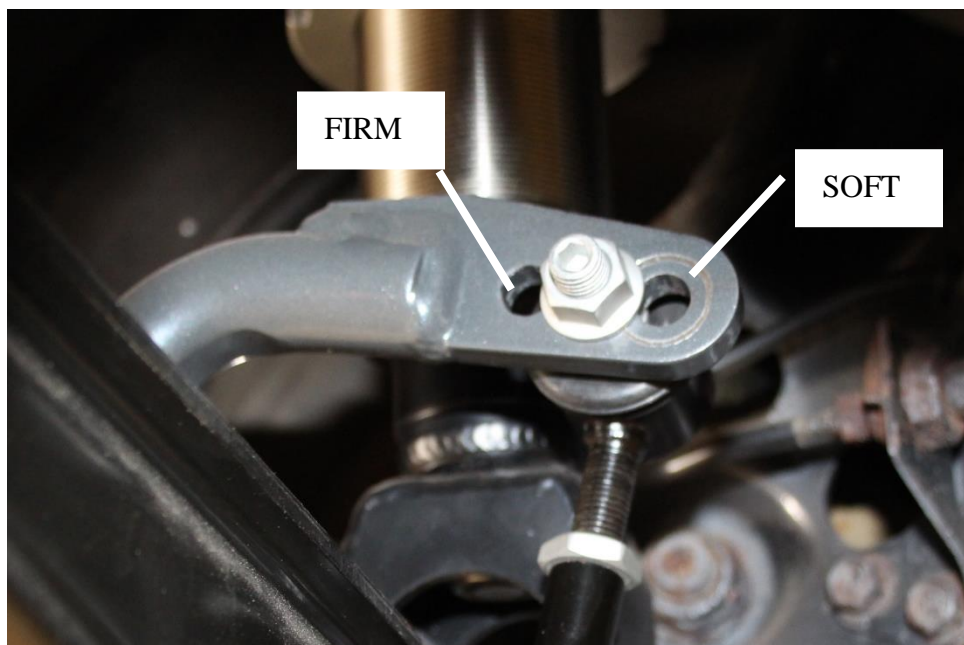
IMPORTANT NOTE ABOUT ADJUSTABLE SETTINGS:

We strongly suggest that your technician initially sets the end links in the softest setting. The softest setting will be the setting with the end links closest to the end or tip of the sway bar, furthest from the mounting bushings.

After installing the sway bar, we suggest that you drive the car carefully and within your abilities, noticing the changes in the handling characteristics. If driving in poor weather, exercise additional care during cornering and braking until you are familiar with the handling.

If you chose to use the firmer settings, again remember to drive the vehicle carefully, and take note of the changes you have made to the suspension. You will notice a handling difference with each sway bar settings.

NOTE: If ball socket turns while tightening, use a 5mm hex key and open end wrench to tighten nut, then Torque to 38-42 ft/lb



(l)



(m)



(n)

14. **Check end links at ride height for proper length and orientation.** Remember to re-tighten jam nut after every end link length adjustment. The link studs should be 90 degrees apart as shown in photos m,n above.

END LINK ADJUSTMENT NOTES:

- Check end link length for correct geometry at ride height.
- End link length adjustment allows for proper geometry for the three bar adjustment settings.
- End link adjustment allows for neutral bar setting while adjusting corner weights.
- Extreme lowered ride height may require modified end link length settings.
- Remember to re-tighten jam nut after every end link length adjustment.
- Failure to properly tighten as noted above will result in noise and possible end link failure.

15. Torque the brackets and brace. First, torque the lower control arm bolt to 38-42 ft/lb. Then torque the bushing bracket bolts to 28-32 ft/lbs. (o)



(o)

Check installation

- Bushing brackets: Torque to 28 ft/lb
- End link studs at bar tab: Torque to 38-42 ft/lb
- Lower control arm bolts: Torque to 38-42 ft/lb
- End link jam nuts tightened with open end wrench.
- Jam nuts to control arm tightened with open end wrench.
- **NOTE: You may have some unused hardware items left after your installation depending on your year and model.**

Installation is complete. Check assembly periodically for tightness.

**Thank you for choosing Progress products.
For additional product and technical information, visit our website.**