INSTALLATION INSTRUCTIONS

Progress Technology Rear Anti-Sway Bar
Honda Civic 96-00
Part # 62.1042 / Race bar 62.1046
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.

Parts List

Description	Quantity	Description	Quantity
Rear Sway Bar	1	Aluminum spacer (Long)	2
Brace	1	Aluminum spacer (Short)	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	2
		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)

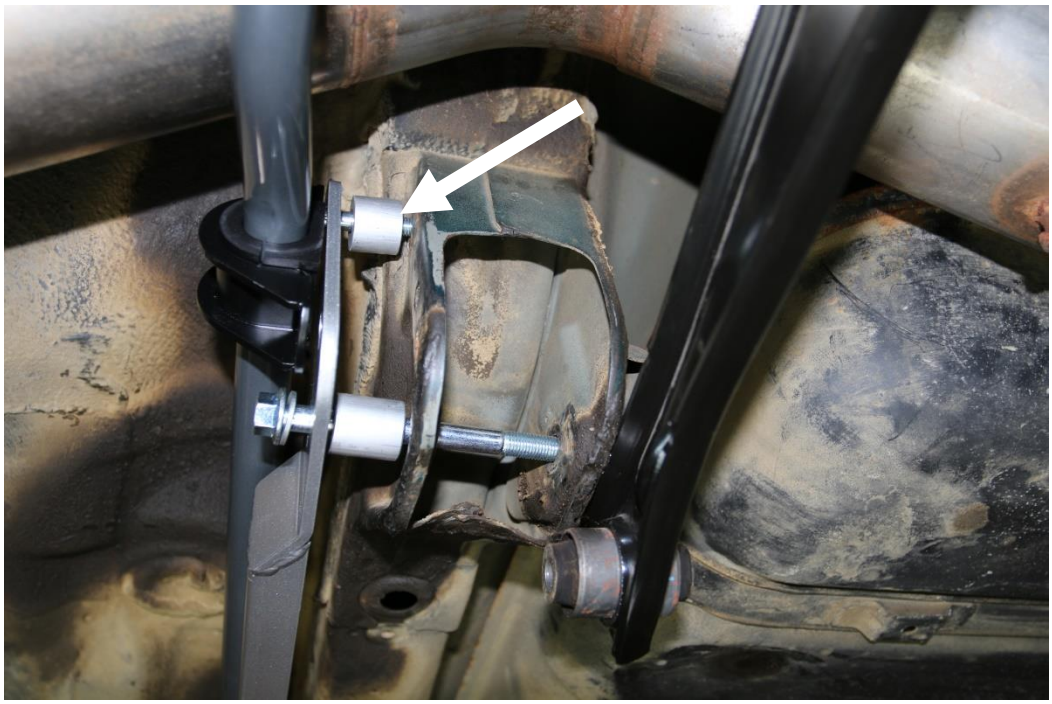
Remove the lower control arm bolt. (a)

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).

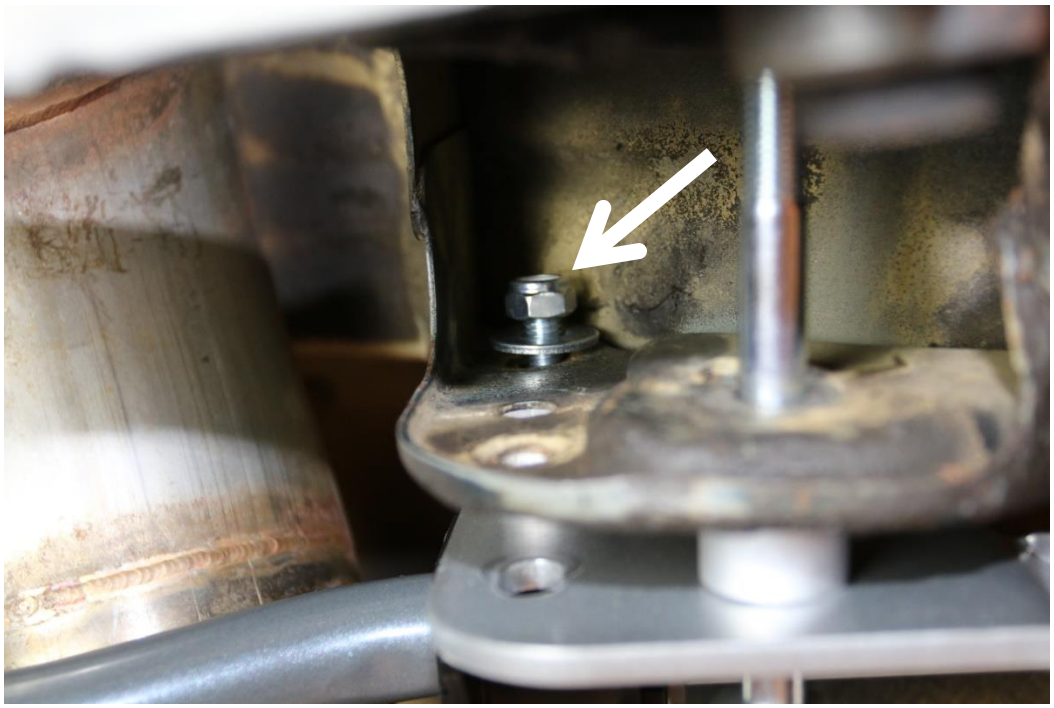
Use the longer spacer between the brace and chassis (b)

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 inserts use the nuts and washers provided to fasten. Hand tighten for now.



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)

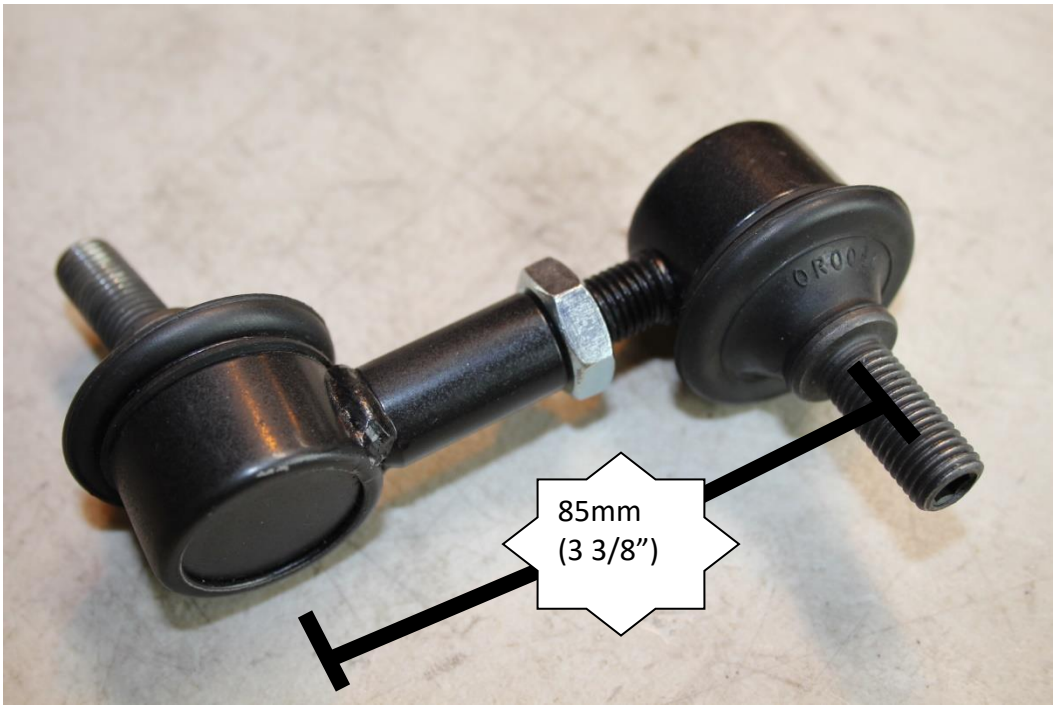
7. Use the 8mm short flange bolts, washers and nylock nuts (behind the brace) to secure the lower bushing bracket mounting hole to the brace. Hand tighten only at this time.

Use the short 8mm flange bolt to secure the lower part of the bushing bracket. (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, only snug tight them at this time.

Snug the lower control arm bolts (f)

9. Assemble the end links as shown with the jam nut threaded on the end links stud to secure the two joints together. Center to center length should be 85mm (3 3/8”)



Adjust before attaching to the lower control arm. (g)

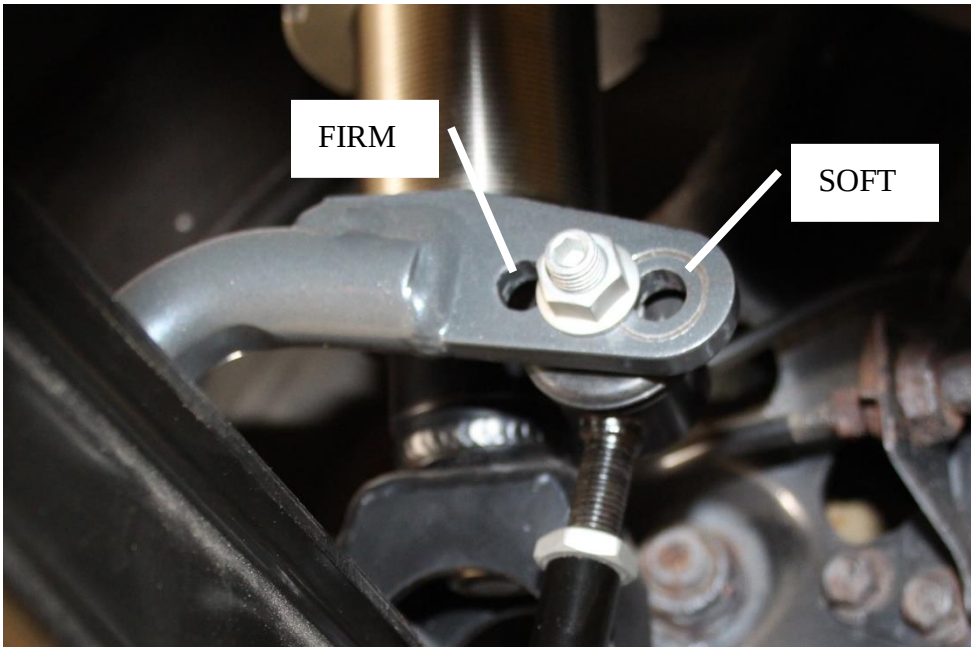
10. Attach the end link into the OEM location on the control arm and secure with the flange nut. Torque to 38-42 ft/lbs.

Use the flange nut to secure the end link to the lower control arm. (h)

11. Now select the location of the end link.

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.



Three hole adjustable settings. (i)

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 box end wrench to tighten the nut, then Torque to 38-42 ft/lb

Use a 17mm open end wrench to tighten the jam nut and torque the flange nuts to 38-42 ft/lbs. (j)

12. **Check end links at ride height for proper length and orientation.** Remember to re-tighten jam nut after every end link length adjustment.

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.

13. Now torque the brackets and brace. Torque the lower control arm bolt to 38-42 ft/lb. Torque the bushing bracket bolts to 28-32 ft/lbs.

Torque all hardware. (k)

Check installation

- Bushing brackets: Torque to 28 ft/lb
- End link stud at bar tab: Torque to 38-42 ft/lb
- Lower control arm bolt: Torque to 38-42 ft/lb
- End link jam nut 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.