



INSTALLATION INSTRUCTIONS

Progress Technology Rear Anti-Sway Bar

Honda Civic/CRX 88-91

Part # 62.1043 / Race bar 62.1047

No Revision (1/13/2023)

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 mounting location on them to install this bar. SEE STEP 16 TO CHECK YOUR SPECIFIC FITMENT.

Parts List

| Description | Quantity | Description | Quantity |
|--|----------|----------------------|----------|
| Rear Sway Bar | 1 | Aluminum spacer | 2 |
| Center Brace | 1 | M8-1.25 x 25 FHCS | 2 |
| Bushing | 2 | M8-1.25 Nylock Nut | 4 |
| Bushing bracket | 2 | M10-1.25 Nylock nut | 4 |
| Lube | 1 | M10-1.25 x 30 FHCS | 4 |
| Stabilizer Link, Female, with flange nut | 2 | M10-1.25 X 100 FHCS | 2 |
| Stabilizer Link, Male, with flange nut | 2 | M10-1.25 Jam Nut | 2 |
| Chassis Bracket left | 1 | 5/16 SAE Flat washer | 4 |
| Chassis Bracket right | 1 | 3/8 SAE Flat washer | 4 |
| Trunk Plate | 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. Removal of the rear section of the exhaust is required to do this install.

3. If equipped, remove the factory bushings and brackets. Remove the endlinks and then remove the stock sway bar from the vehicle.
4. Remove the inner bolts from the Lower Control Arms that attach to the rear sub frame and discard. You will also need to lower the Control Arms out of the way . (A)



(A) Remove the Lower Control Arm bolt

5. Mount the center brace to the Lower Control Arms using the aluminum spacers behind the brace and the M10 x 100mm bolts supplied through the Lower Control Arm mounting holes (B)

DO NOT PLACE THE CONTROL ARM INTO THE CHASSIS AT THIS TIME.



(B)

6. Attach the left and right brackets to the brace using the M10 x 30mm bolts supplied. Place the bolts in the brace so that the head of the bolts are behind the left and right brackets. Tighten the M10 x 100mm bolts but do not torque them. This will hold the brace in place for steps 7-10.(C,D)



(C)

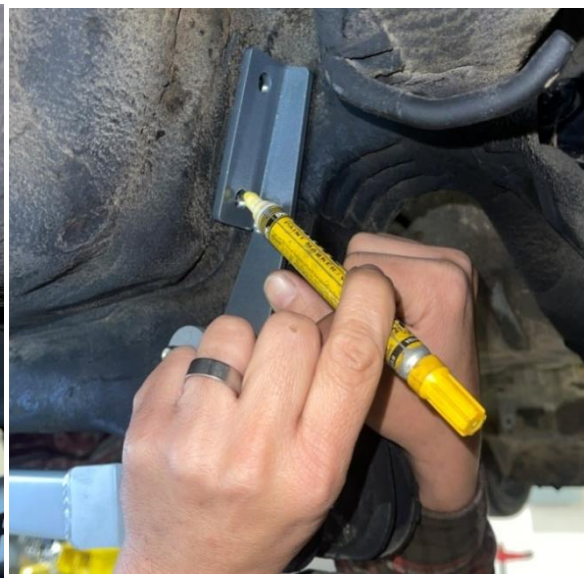


(D)

7. Mark the holes that need to be drilled through the spare tire well. (E,F)



(E)

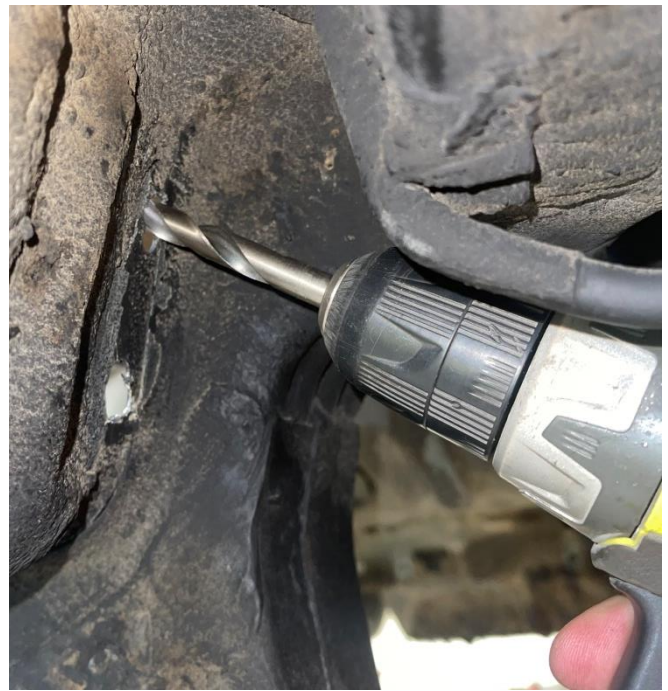


(F)

8. Remove the brace from the vehicle. Next, remove the spare tire and the carpet from the spare tire well. Using your marks, drill two (2) holes on each side of the spare tire well using a 3/8" drill bit. (G,H)



(G)



(H)

9. Assemble the brace as shown using the M10 x 30mm bolts for the bushing bracket and the right and left chassis brackets. Align the center brace with the Lower Control Arm mounting holes (both sides). Using the M10 x 100mm bolts supplied, mount the brace with the aluminum spacers and both Lower Control Arms into position. Hand tighten only. (I)

NOTE: Step 16 shows three types of lower control arms that will fit with this kit



(I)

10. Align the trunk plates and M8 bolts into the holes in the tire well (J) and through the chassis brackets. Use the washers and nylocks on the chassis bracket side. (K)



(J)



(K)

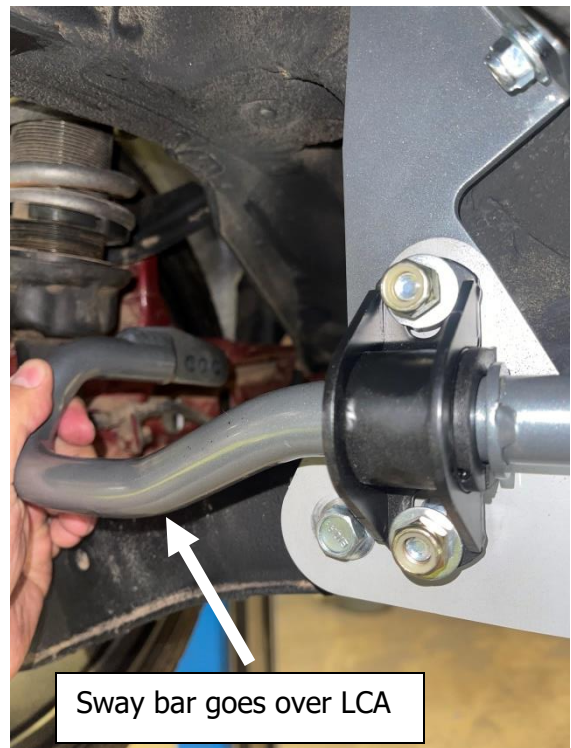
11. Next, assemble the bushings and reinforced brackets onto the bar: First apply grease inside the bore of the bushings. Place the bushing onto the bar outside of the lateral locating rings, then place the reinforced brackets over the bushings.

12. Attach the sway bar and bushings to the brace using the four M10 nylock nuts and flat washers. Tighten the fasteners (L).

Note: The sway bar goes over the Lower Control Arms as shown. (M)

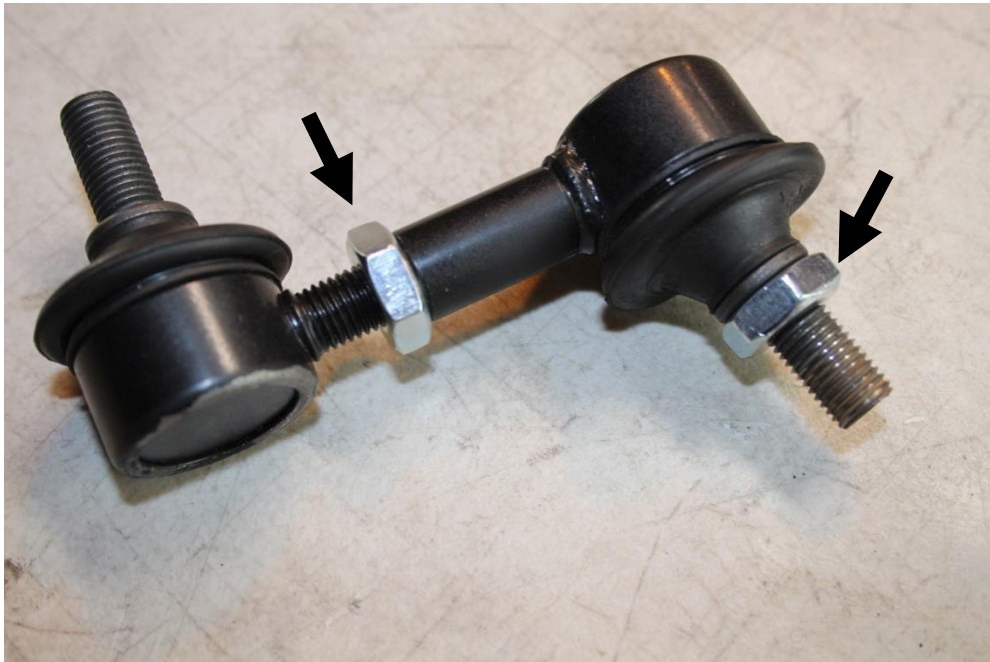


(L)



(M)

12. 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 (N).



(N)

13. Adjust the center-to-center length to 75mm (3.00") (O)



(O)

14. Thread the end link into the OEM location until the jam nut is up against the control arm (P).



(P)

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



(Q)

16. 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. (R,S,T)



(R) Install with forged LCA and threaded boss



(S) Install with stamped steel LCA



(T) Install with aftermarket aluminum LCA

17. Now select the location of the end link on the sway bar. (U,V,W)

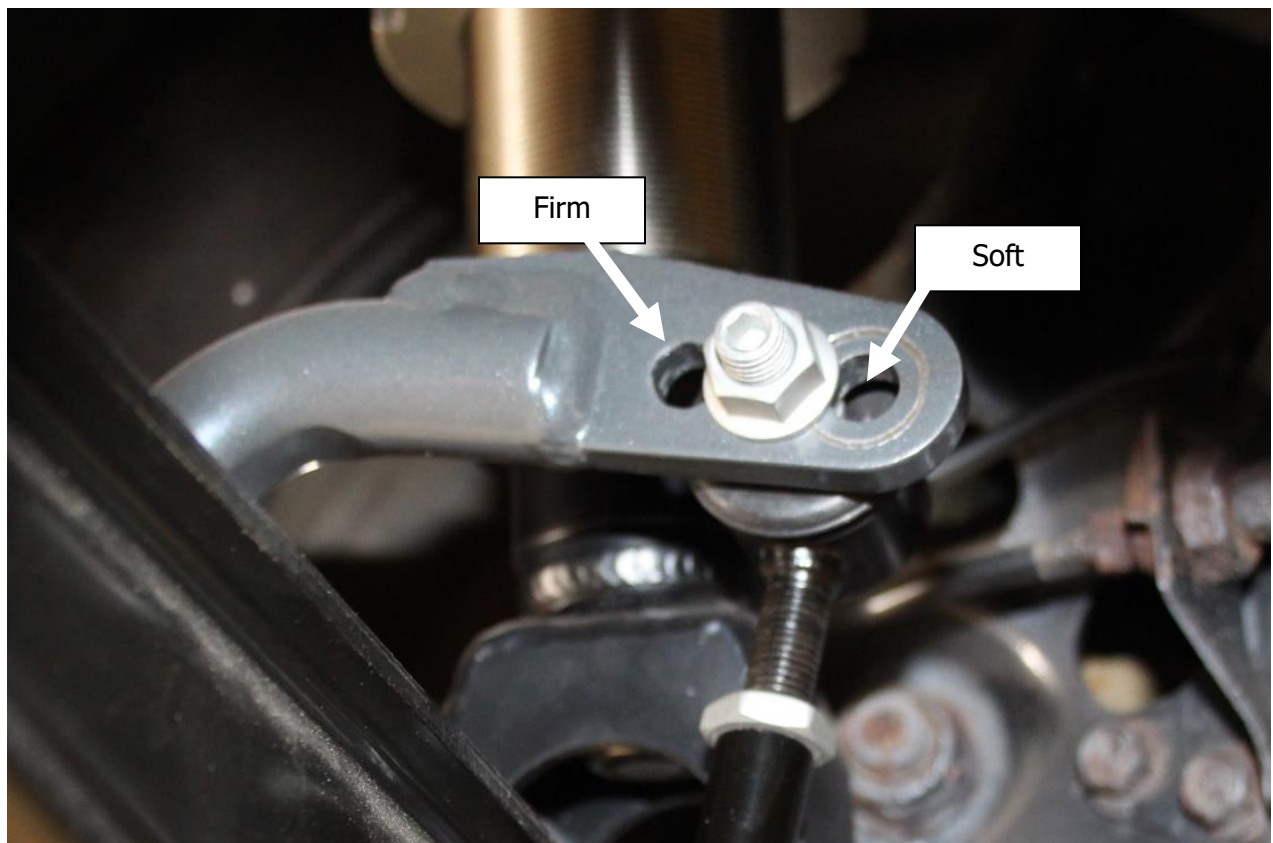
IMPORTANT NOTE ABOUT ADJUSTABLE SETTINGS:

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



(U)



(V)



(W)

18. **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 and 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.

19. Torque the sway bar bushing brackets to 38-42 ft/lb. Use a wrench behind the brace to hold the head of the bolts while they are being torqued (X)



(X)

20. Then torque the Lower Control Arm bolts to 38-42ft/lbs (Y).

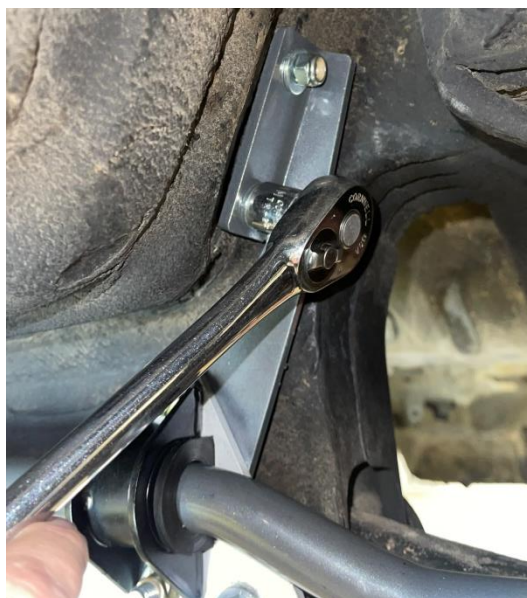


(Y)

21. Finally, hold the bolt heads in the trunk and torque the M8 x 25 chassis bracket hardware to 28-32 ft/lbs. (Z, 1A)



(Z)



(1A)

TORQUE CHART

| Hardware | Torque | Hardware | Torque |
|--|-------------|-------------------------|-------------|
| Bushing brackets | 38-42ft/lb | Lower Control Arm bolts | 38-42 ft/lb |
| End link studs | 38-42 ft/lb | Chassis Brackets | 28-32 ft/lb |
| End link jam nuts tightened with open end wrench | | | |
| Jam nuts to control arm tightened with open end wrench | | | |



Installation is complete. Check assembly periodically for tightness.

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