



'92-'00 Civic/'94-'01 Integra/  
'93-'97 Del Sol/'92-'95 CRX  
**Rear Kit Part No. 75540**  
[www.airliftperformance.com](http://www.airliftperformance.com)

MN-514  
(06409)  
NPR 4762

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***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.

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Technical Support  
1-800-248-0892



Figure 1

<u>Hardware</u>			
<u>Item</u>	<u>P/N</u>	<u>Description</u>	<u>Qty.</u>
A	35062	Strut Assembly	2
B	21261	1/4" NPT x 1/2" Tube Straight	2
C	18443	7/16" Spacer	4

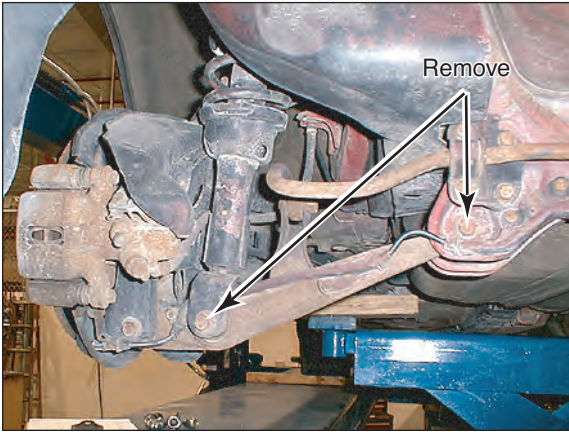


Figure 2

**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.

### II. Strut Removal

**NOTE: Begin on the driver-side**

1. Remove the top two nuts holding the upper strut mount to the body (Figure 1).
2. Remove the lower strut bolt.

**NOTE: It may be necessary to replace the bolt and the lower control arm bushing if the bolt is corroded to the bushing (Figure 2).**

3. Remove the inside lower control arm bolt (Figure 2).
4. If equipped with ABS brakes, unclip the ABS line from the lower control arm. Retain the bolts to re-attach the line later (Figure 2).
5. Disconnect the sway bar if so equipped.
6. Pull the lower control arm down far enough to remove the strut.

### III. Upper 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.

**NOTE:** This 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.

2. A slot must be made in the top strut mount for the fitting. Set the upper spring mount onto the air-strut. Loosely install the stock flat washer and supplied nylock nut onto the strut shaft.
3. Hold the upper strut mount in place with the two, previously removed, nuts. Set the lower clevis of the strut around lower control arm and loosely insert the bolt.

**IMPORTANT NOTE:** The air port faces toward the inside of the car. Make sure that the upper strut mount is aligned with the mounting holes prior to marking the strut mount for cutting.

4. Mark the area on the upper strut mount where the fitting goes into the upper air-strut end cap (Figure 3).
5. Remove the strut and upper strut mount. Cut or grind out the marked area to make room for the fitting.
6. 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 4).



Figure 3



Figure 4

### IV. Strut Assembly Installation

1. Place the assembled strut in the vehicle and mark where the air fitting will pass through the strut tower. Using a hole saw, make a hole in the strut tower that is 1/8"-1/4" bigger than the diameter of the air fitting to ensure adequate clearance.
2. Install the upper strut mount back onto the top of the air-strut assembly. Be sure the small washer is in between the air-strut upper end plate and strut mount. Loosely attach the upper strut mount with the previously saved stock upper washer and new nylock nut.



Figure 5



Figure 6

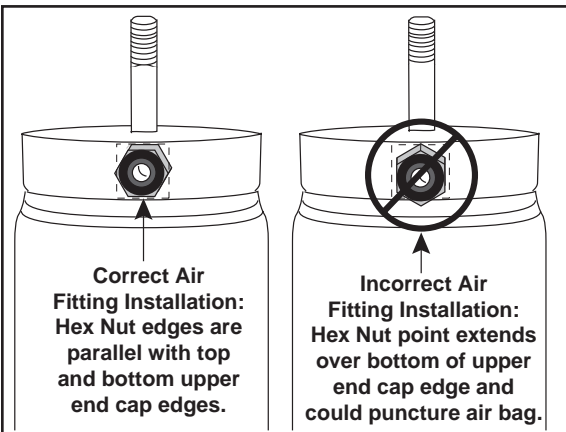


Figure 7

3. Set the assembly in place. Attach the top two existing nuts onto the upper strut mount to hold the assembly in place. Tighten securely.
4. Using the existing hardware, attach the lower control arm to the inside mount.

**NOTE: It may be necessary to slightly twist the lower control arm to get the bolt to start threading correctly.**

Tighten securely.

5. Attach the strut to the lower control arm and tighten securely.

**NOTE: In order to fit the 1996 and newer Civics, you will have to use the provided spacers (C) on each side of the lower strut mount to reduce the space between the A-arm and the strut.**

6. If the ABS lines and/or sway bar were detached, re-attach them at this time.
7. Repeat steps one through four for the other side of the vehicle.

## V. Finishing Touches

**NOTE: Be sure to check clearances in an inflated and deflated condition to avoid early flex member failure.**

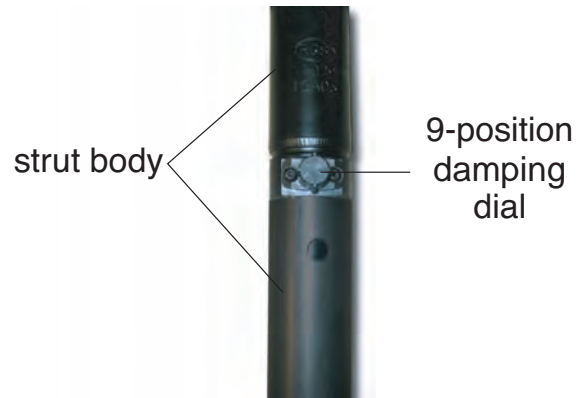
1. Install the air fitting (B). Tighten the fitting finger-tight plus 1 1/2 turns being careful to tighten on the metal hex nut only.

**NOTE: The fitting needs to be turned so that a base of the hex nut is parallel to the end cap (Figure 7).**

2. Before operating, note the wheel clearance.
3. A finished installation is shown in figure 6.
4. Using a silicone sealer, seal the holes where the air fitting and air lines enter the car.

## VI. Before Operating

1. Inflate and deflate system (do not exceed 145 p.s.i.) 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 right) 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.
5. Please continue by reading the Maintenance and Operation section.



## VII. Maintenance and Operation:

<b>Minimum Pressure</b>	<b>Maximum Pressure</b>
<b>10 p.s.i.</b>	<b>150 p.s.i.</b>
<b><i>Failure to maintain correct minimum pressure (or pressure proportional to load),</i></b>	

***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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***“The Choice of the Professional Installer”***

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