

Installation Instructions

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Anti-Roll-Kit # E40-40-043-01-10

22+ Honda Civic

Note: This kit requires the lowering of the front subframe and removal of the steering rack. If you feel this is beyond your capabilities, do not proceed. Take your vehicle to a qualified mechanic who has experience in automotive drivetrain removal and assembly.

Kit Contents	Description	Part Number	Qty
	Front Bar	AS41-40-043-01-FA	1
	Anti-Roll Hardware Kit	AK41-40-043-01-FA	1
	Instructions	E40-40-043-01-10INST	1

NOTES: Read All Instructions Before Beginning Installation

- Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.
- Use of a hoist and screw jack is highly recommended and will substantially reduce installation time.
- Never work on or under a vehicle unless it is properly supported.
- **Tire Rotation:** In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.

FACTORY FRONT BAR REMOVAL

1. Begin by raising the vehicle and supporting it with the proper safety equipment, then, remove the front wheels. **Note:** Never work on or under a vehicle that is not supported by the proper safety equipment.



Photo 1

2. Remove the plastic steering column cover. (See Photo 1)



Photo 2



Photo 3

- Turn the steering wheel just enough to have easy access to the 10mm bolt that connects the steering column to the steering rack, then, use a marker to mark the alignment of the couple/retainer and steering rack input as shown. (See Photos 2 & 3)

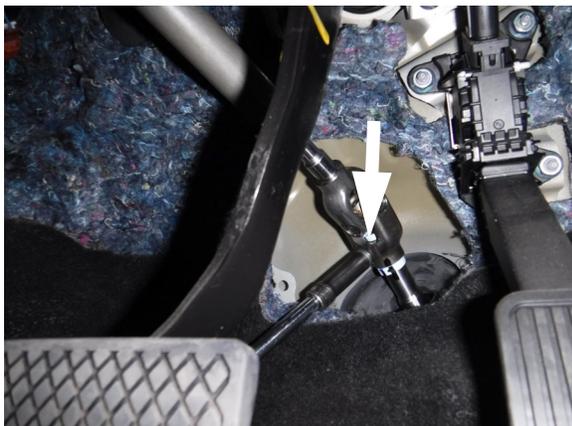


Photo 4



Photo 5



Photo 6

- Remove the 10mm bolt, then pull upwards on the telescoping steering column to disconnect, then, set the column off to the side under the carpet. (See Photos 4, 5 & 6)



Photo 7

- Remove both the driver and passenger side end links as shown. (See Photo 7)



Photo 8



Photo 9



Photo 10

6. Remove the misc. plastic rivets and hardware that secures the underbody cover, then remove the underbody cover as shown. (See Photos 8, 9 & 10)

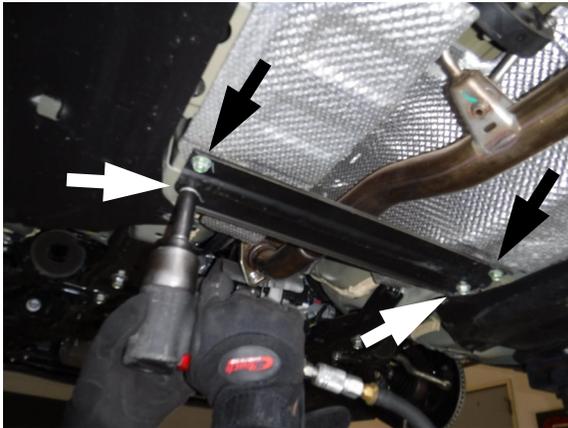


Photo 11



Photo 12

7. Remove the four screws that secure the lower brace, then, remove the brace as shown. (See Photos 11 & 12)



Photo 13



Photo 14

8. Loosen and remove the screws that secure the heat shield, then, slide the heat shield towards the rear of the vehicle. (See Photos 13 & 14)



Photo 15



Photo 16



Photo 17



Photo 18

9. Disengage the rubber exhaust hanger from the bracket, then, loosen and remove the exhaust flange hardware and let the exhaust hang downwards and remove the heat shield as shown. (See Photos 15, 16, 17 & 18)



Photo 19



Photo 20



Photo 21

10. Dis-engage the rubber exhaust hanger and loosen and remove the hardware that secures the downpipe as shown, then, remove the downpipe. (See Photos 19, 20 & 21)



Photo 22



Photo 23

11. Disconnect the steering sensor connection and the power source connection for the steering rack as shown. (See Photos 22 & 23)



Photo 24

12. Loosen and remove the hardware that secures torque stick to the engine mount. (See Photo 24)



Photo 25

13. Loosen and remove the two screws that secure the core support brace and remove the core support brace as shown. (See Photo 25)



Photo 26



Photo 27

14. Loosen and remove the hardware that secures the air intake resonator as shown. (See Photos 26 & 27)



Photo 28

15. Loosen and remove the hardware that secures the left and right side tie rods as shown. (See Photo 28)



Photo 29



Photo 30



Photo 31

16. Loosen and remove both the left and right side subframe braces. (See Photos 29, 30 & 31)



Photo 32

17. Place a screw jack under the subframe as shown. (See Photo 32)



Photo 33



Photo 34

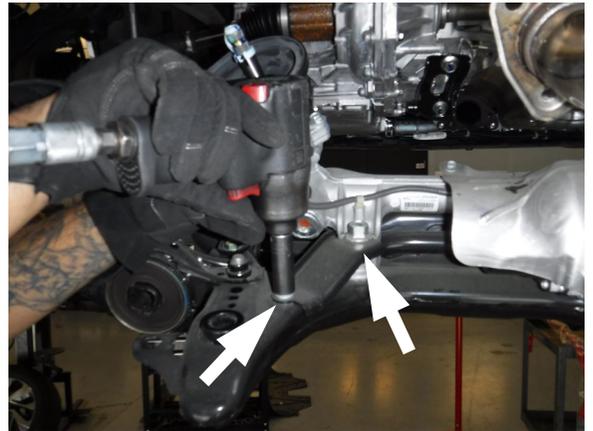


Photo 37



Photo 35



Photo 38

18. You can now loosen and remove the subframe bolts as shown. (See Photos 33, 34 & 35)



Photo 36

19. You can now slowly lower the subframe just enough to gain access to the steering rack hardware making sure it's not binding on anything. (See Photo 36)



Photo 39

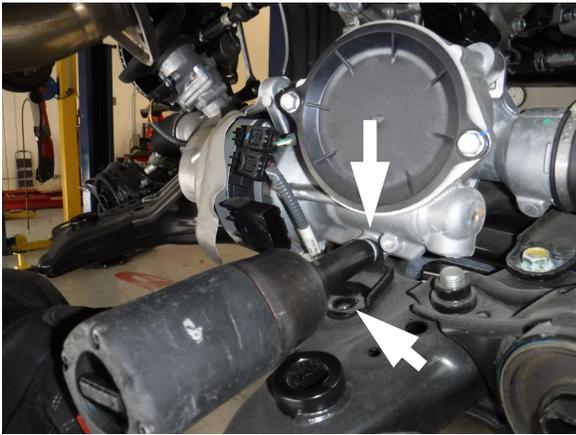


Photo 40

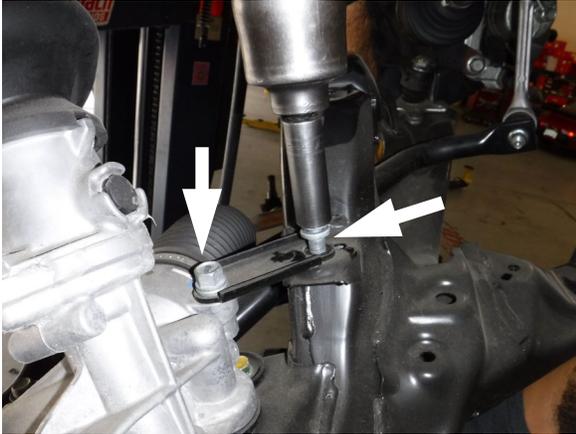


Photo 41

20. You can now loosen and remove the hardware and bracketry that secures the steering rack to the subframe. (See Photos 37, 38, 39, 40 & 41)



Photo 42



Photo 42

21. You can now remove the steering rack from the subframe as shown. (See Photos 42 & 43)

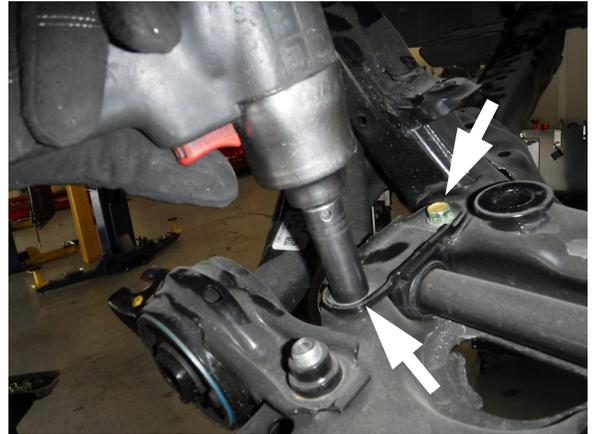


Photo 44

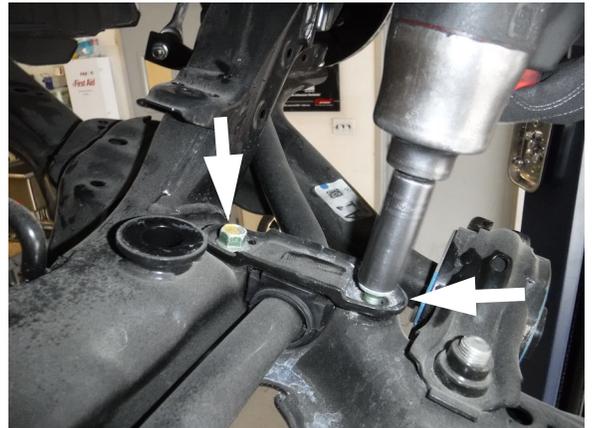


Photo 45



Photo 46

22. Loosen and remove the bolts that secure the bushing brackets to the subframe, then, remove the stock anti roll bar from the vehicle as shown. **Note: Be careful to notice the orientation of the OE antiroll bar as the new Eibach bar will need to be installed in the same orientation.** (See photos 44, 45 & 46)

EIBACH FRONT BAR INSTALLATION



Photo 47



Photo 48

1. Remove the OE end links from the factory bar and install them onto the Eibach bar in the same orientation as shown. (See Photos 47 & 48)



Photo 49

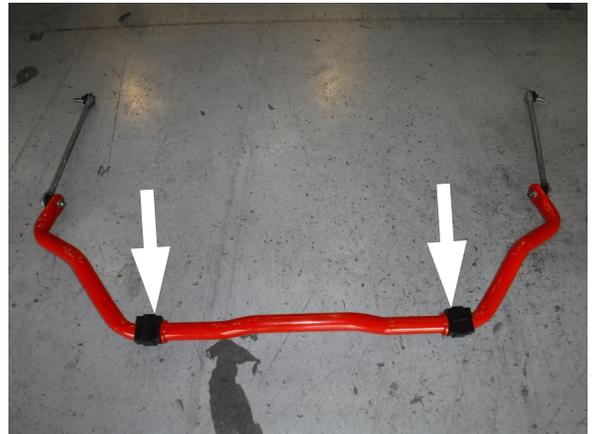


Photo 50

2. Lubricate the provided bushings with the provided lube and install the bushings onto the bar as shown. (See Photos 49 & 50)



Photo 51

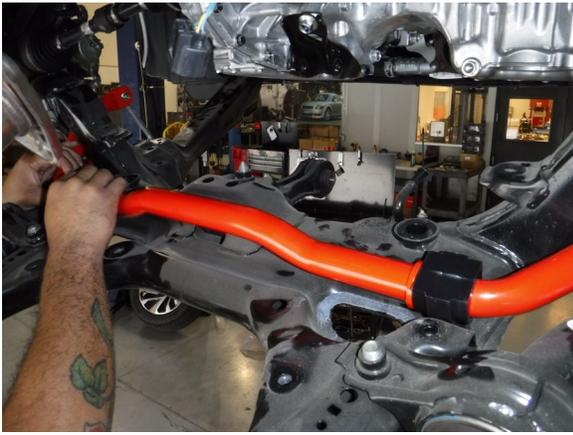


Photo 52



Photo 55

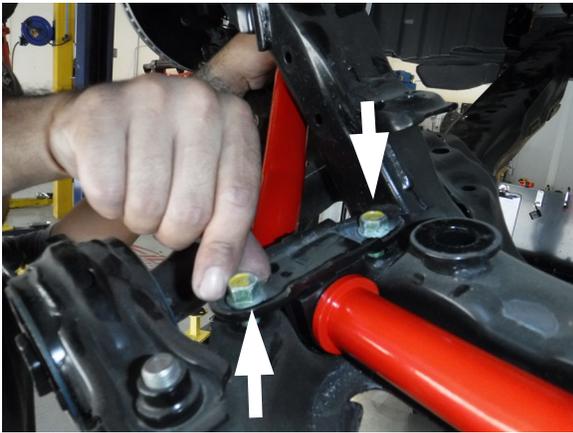


Photo 53



Photo 56



Photo 54



Photo 57

3. You can now reinstall the bar in reverse order of removal by sliding the bar into the subframe and securing with the OE bushing brackets and hardware as shown. **Note: Make sure the end links are properly orientated and not binding on anything. (See Photos 51, 52, 53 & 54)**

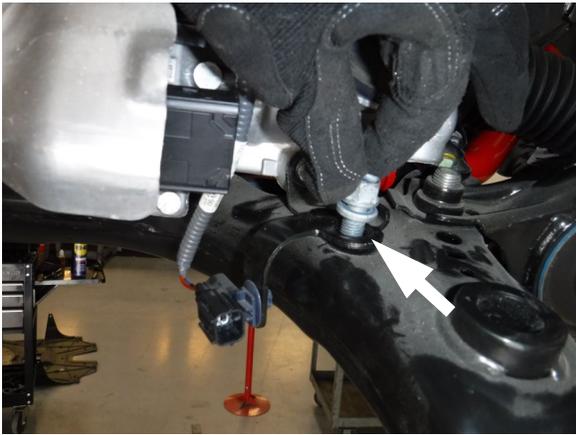


Photo 58

4. You can now re-install the steering rack and secure it with the OE hardware and bracketry. (See Photos 55, 56, 57 & 58)



Photo 59



Photo 60



Photo 61

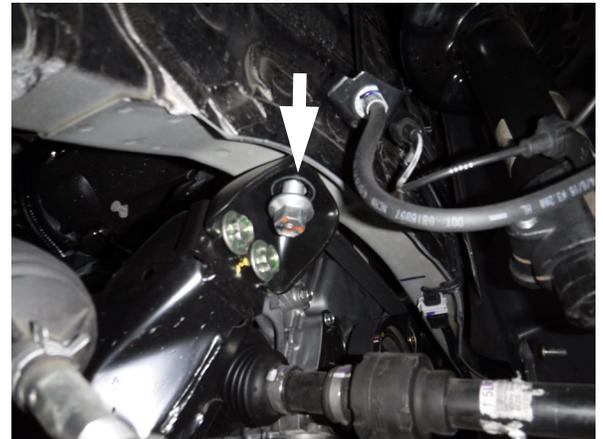


Photo 62

5. You can now slowly raise the subframe upwards, making sure everything is properly aligned and not binding on anything, then, secure the subframe with the OE hardware, but do not tighten at this time. (See Photos 59, 60, 61 & 62)



Photo 63

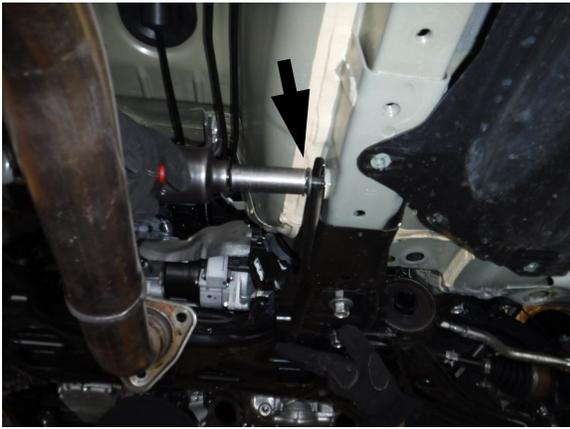


Photo 64



Photo 65



Photo 66



Photo 67

6. Reinstall both the left and right side subframe braces as shown and double check to make sure everything is properly aligned and nothing is binding, then, tighten all the subframe hardware. (See Photos 63, 64, 65, 66 & 67)



Photo 68

7. Secure the torque stick using the OE hardware as shown. (See Photo 68)



Photo 69

8. Reinstall the core support brace and secure it using the OE hardware. (See Photo 69)



Photo 70



Photo 71

9. Secure the resonator using the OE hardware as shown. (See Photos 70 & 71)



Photo 72



Photo 73

10. Reconnect the steering rack power source and electrical connections as shown. (See Photos 72 & 73)

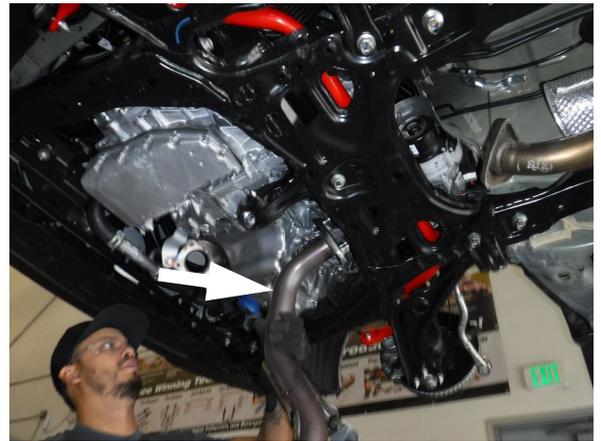


Photo 74



Photo 75

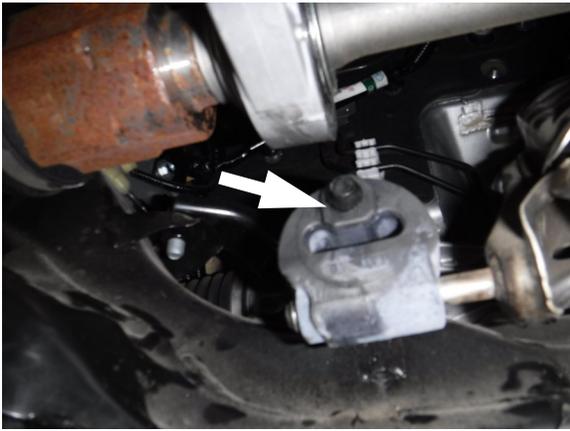


Photo 76

11. Reinstall and secure the downtube using the OE hardware, then, secure the hanger to the hanger mount as shown. (See Photos 74, 75 & 76)



Photo 77

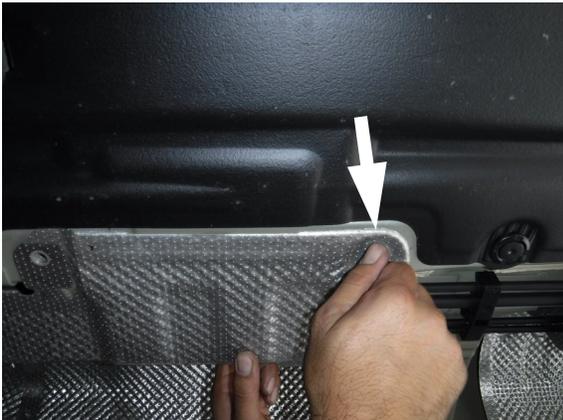


Photo 78



Photo 79

12. Reinstall the heat shield and secure with the OE hardware as shown. (See Photos 77, 78 & 79)



Photo 80



Photo 81

13. Secure the exhaust to the hanger and the downpipe flange using the OE hardware as shown. (See Photos 80 & 81)

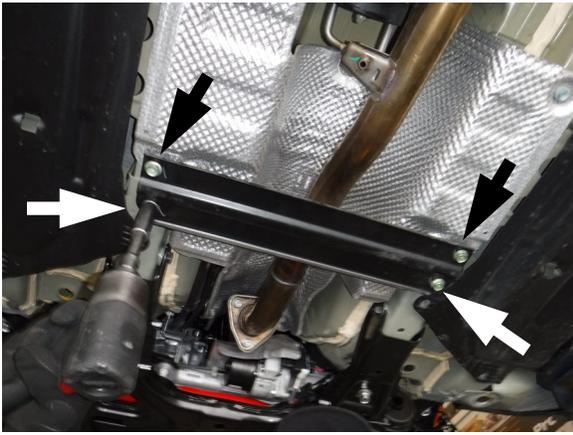


Photo 82

14. Reinstall the cross brace and secure with the OE hardware. (See Photo 82)

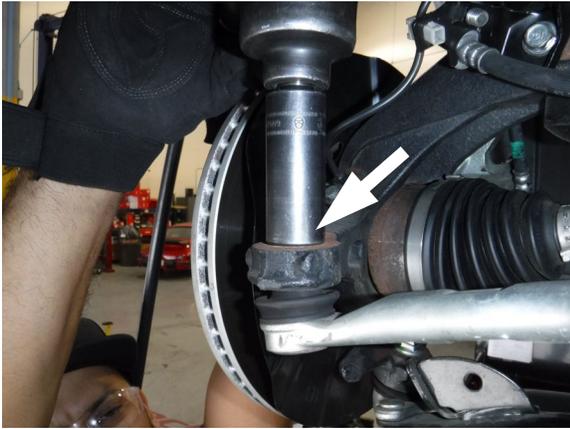


Photo 83



Photo 84

15. Secure the tie rods using the OE hardware and cotter pins. (See Photos 83 & 84)

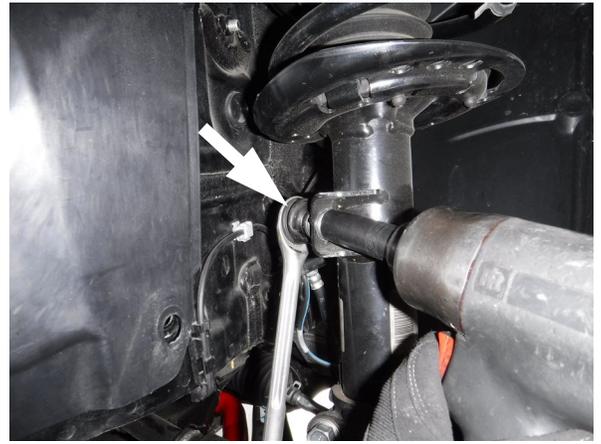
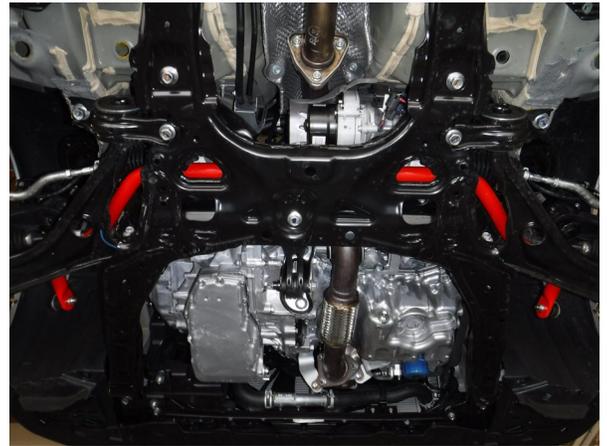


Photo 85

16. Reconnect the end links to the struts using the OE hardware. (See Photo 85)
17. Reconnect the steering column to the steering rack input in reverse order of removal, making sure to properly align the marks from the removal process shown in step 3 photo 3.



18. Double check to make sure everything is properly positioned and tightened, then, reinstall/secure the underbody cover.
19. After road testing, double check all hardware to make sure everything is properly tightened and positioned.