

TEIN Coilovers Cont... FRONT COILOVERS



02 With the wheels removed and the car properly supported on jack stands, remove the two 12mm bolts that secure the brake lines to the strut.



05 Up at the top, remove the two 14mm nuts. This will allow you to pull out the front strut.



09 Here's a comparison shot of our old and new struts. Notice the difference in length between the two?



03 Remove this 14mm bolt to allow the strut body to separate from the fork.



06 To remove the rear strut, disconnect the strut from the lower control arm (14mm). Now disconnect the outboard end of the lower control arm by removing the second 14mm bolt. This will allow the lower control arm to drop down, providing the needed room to remove the strut.



10 The stock upper mounts need to be transferred to the new TEIN coilovers. This is done by compressing the spring and unbolting the 14mm nut located at the top of the strut. Transfer over both the front and rear mounts. The rest of the job is to install the new struts back into the car using the reverse procedure of their removal.



04 Unfasten the 17mm bolt/nut combination at the lower control arm to free up the strut fork.



07 Once again, the upper mount must be disconnected from the strut tower. Start by popping out the small access panel.



08 Remove the rubber center cap and the two 12mm nuts. Hang on to the strut while you do this so it doesn't fall out of the car!



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01 Raise the car, remove the wheels and get it properly supported on jack stands. If your car came equipped with a factory rear sway bar, it should be removed before installing the new ST rear bar. Starting at each end link, remove the 14mm bolt, where it attaches to the suspension arm.



04 Note the difference in diameter between the stock and ST bars.



07 The smaller bracket will be used to mount the end links to the bottom of the rear struts. Remove the stock 14mm strut bolt and install the longer bolt supplied with the kit. The bracket will mount between the bolt head and the strut, as shown in the picture.



10 On each end of the bar install the heim joint assembly (spherical rod ends) to the sway bar. Use the longer (2 1/4") bolt in this location. Be sure to mount the spacers on each side of the heim joints. Tighten everything down with a pair of 9/16" or 14mm wrenches.

14 Here are the two front bars side-by-side. Note the difference in diameter is less on the front bar compared to the rear. Stiffening the rear by using a larger diameter bar will help correct some of the understeer inherent in this car.



02 Now remove the entire bracket where the sway bar attaches to the chassis.



05 The next step is to install the new brackets supplied by Suspension Techniques. Begin by removing the three 14mm tow hook bolts and the tow hook itself.



08 To prep the swaybar, slip the polyurethane bushings in place.



11 Now connect the other end of the heim joint to the small bracket. Use the shorter (1 3/4" long) bolt in this location. Once again, make sure all the hardware is installed in the proper order on the bolt and tighten it with the same two wrenches. Note: The small bracket has two holes to give the system adjustability.



15 Install the bar to the chassis using the new polyurethane bushings. The stock 12mm bolt and "D" bracket get re-used.

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03 The bracket is attached by these two 14mm bolts.



06 Using the new 17mm bolts supplied in the kit, sandwich the ST bracket between the tow hook and chassis. This bracket will be used for mounting the sway bar to the chassis.



09 Now mount the bar to the chassis bracket using the supplied "D" bracket and hardware (14mm or 9/16" socket).



13 To disconnect the bar from the chassis, unbolt the 12mm bolt that holds the "D" bracket to the chassis.



16 To connect the new bar to the lower control arm, thread the new end link bolt through the lower control arm using the supplied polyurethane bushings. Follow the order as shown to ensure each metal component is insulated by a piece of polyurethane.

INSTALL TIME: 2 hours DIFFICULTY: 2 out of 5 Suspension Techniques Anti-Sway Bars

TOOLS NEEDED: Floor jack, jack stands, lug wrench, ratchet, metric sockets and combination wrenches

To get our EF handling flat we're adding a pair of Suspension Techniques anti-sway bars. ST is one of the few brands that has been around longer than our EF. Building our Old Skool Civic without these bars just wouldn't be right. Like our car, Suspension Techniques has stood the test of time by offering quality, value and outstanding performance.

