

INSTALL

WORDS Charles Triev SNAPS Jonathan Wong and the Project Car archives

BREAK IT DOWN COST: Fast Brakes disc upgrade and conversion kit \$1300; SPC suspension arms \$993.85; Super Pro bushings \$200; Suspension Techniques sway bars \$375; TEIN SS coilovers \$1,435
PROS: Wheels and being lowered, the only two things mandatory for any car build.
CONS: It's still too high Jonny. Slam your ish already!
INSTALL DIFFICULTY: Medium; most everything can be done at home and with a moderate tool supply.
TIME: Set aside a day for each install. Do not attempt to install all of these parts in one day.
VERDICT: The best things you can do to an old car are new suspension and old school kicks.

Fresh Footwork

UPDATING OLD SLOPPY SUSPENSION, BRAKES AND WHEELS

In this phase of our EF project, we lower the car the right way. And we don't leave anything out. From coilovers, to sway bars, to bushings. When we're done, the car will brake, handle and ride better and faster than Jonny will ever put to use, and of course better than it had coming out of the showroom at Honda. We even restore two sets of classic rims for the JDM master.



TEIN SUPER STREET COILOVERS



Naturally we opt'd for the TEIN SS (Super Street) Coilovers. These will nicely drop the EF and allow for adjustments in height and damping for any streets.



01 Starting with the front, properly support the car on jack stands and remove the front wheels. Remove the two 12mm bolts holding the brake lines to the fork and strut.



02 Before freeing the bottom of the strut, the strut fork must be removed first. Remove this 14mm bolt to separate the fork and strut.



03 Next, unfasten the 17mm bolt/nut combination at the lower part of the fork, and then remove fork. You may need someone to step down on the disc portion in order to slide out the fork.



04 In the engine bay, you'll need a deep socket 14mm to remove the two bolts that hold the top of the strut mount in. Careful not to let the strut drop on the floor or your foot.



05 For the rear, remove these two 17mm bolts. This will allow the lower control arm to drop, freeing the lower portion of the strut.



06 Once again, the top of the struts must be accessed from above. And again you'll need a deep socket 14mm.



07 With the TEIN SS, we needed to use the stock top mounts. To take this off, you need a spring compressor, and deep 14mm socket on an air gun (or a hex key and 14mm open-end wrench). Make sure to have the spring compressed properly or the top hat can shoot off and cause serious injury. Installing the new struts back into the car is the same process in reverse.

SUSPENSION TECHNIQUES SWAY BARS



ST sway bars will help the car from swaying too much in turns, also reducing understeer.



01 With the car completely supported on jack stands, remove all four wheels. For the front sway bar start by removing the 12mm bolt/nut that holds the end links to the lower control arms.



02 Using a 12mm socket, remove the inner brackets that hold the bar to the rear crossmember.



03 The ST sway bar comes with new end links and all new bushings. However, it does not come with new center brackets, so the old ones will be used with the new stiffer urethane bushings.



04 Make sure to lube up the bushing before putting the sway bar in. Dry bushings can cause an annoying suspension squeak.



05 To remove the rear sway bar, start with the 14mm bolts that hold down the end links to lower control arm.



06 Using the same 14mm, remove the two inner brackets held down by two bolts.



07 Since not all Civics came with rear sway bars, the ST kit uses alternate mounting points, which also are stronger than the original brackets. Start by removing the rear tow hooks and then reinstalling them with the ST bracket between the tow hook and chassis. You'll need a 17mm socket.



08 Next lube the inner bushings and then assemble the sway bar to the brackets with the bushings installed.



09 Bolt the smaller bracket to the bottom strut bolt, and then bolt the new end links from the bracket to the sway bar ends.

