

A-Spec Racing

Sub Frame Reinforcement Brace

Part number: **EG-RB-01**
EG-RBS-01

Rev: B ASR 11-1-05

Section I – Installation Preparations

General Applicability

1994-2001 Acura Integra Sedan GS-R, GS, LS, RS and Special Edition
1994-2001 Acura Integra Coupe GS-R, GS, LS, RS and Special Edition
1992-1995 Civic Sedan EX, LX, DX
1992-1995 Civic Coupe EX, DX
1992-1995 Civic Hatch Back Si, VX, DX,CX
1993-1997 Del Sol Coupe VTEC, Si, S

Kit Content EG-RB-01

Item #	Qty.	Description
1	1	Sub Frame Brace Kit

Additional Items Required For Installation EG-RB-01

Item #	Qty.	Description P/N
1	1	Sway Bar *52300-ST7-Z01
2	2	Sway Bar Bushing *52315-ST7-Z01
3	2	Sway Bar Bracket *52308-SS0-000
^4	2	End Link L&R *52303-ST7-700
^5	2	End Link Bushing *52316-ST7-Z00
^6	4	Bushing Collar *52312-ST7-Z00
^7	2	End Link bolt upper *90175-ST7-Z00
^8	2	End Link bolt lower *90120-SB0-003

Kit Content EG-RBS-01

Item #	Qty.	Description P/N
1	1	Sub Frame Brace Kit
2	1	Sway Bar
3	2	Sway Bar Bushing
4	2	Sway Bar Bracket
5	2	End Link

Additional Items Required For Installation EG-RBS-01

Item #	Qty.	Description
N/A		N/A

Tools Required

See Basic Tools On Page 2

*Acura part number
^ASR P/N EG-RE-01 can be substituted

Note: May not fit on certain aftermarket axle back exhaust mufflers.

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A. Preparation

1. Before you begin, ASR recommends that you work on a level ground. And any time you lift a vehicle with a jack or a hoist, be sure that it is always securely supported. Always use jack stands and wheel blocks. For your own safety and the safety of others, use your own good judgment.
2. Be sure the exhaust muffler is cool before you begin.
3. The ASR sub frame brace is designed to reuse some of the original equipment (OE) nuts and bolts. Therefore, as you remove them, keep them with their components. This will assure faster and easier installation.

Recommended Tools:

Basic Tools

Metric socket set
Metric combination wrench set
Rag or shop towel

Safety Tools

Safety goggles

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1. Raise the rear of the car up by jacking it up then placing it on jack stands. Block the front tires. Use a car hoist if accessible. Do not use ramps during this procedure.

2. Unbolt both lower control arm bolts.

*On models equipped with rear swaybar, unbolt sway bar hardware and end links from lower control arms.

*On Civic Hatch Back models you may need to remove axle back exhaust muffler to aid installation.



3. On models equipped without rear swaybar go to step 4.

On models equipped with rear swaybar. Use a 9.5mm or 3/8in drill bit and drill out the threads on the top and bottom swaybar mounting hole on each side. This will allow proper tightening of the backing plate.



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4. Lower the control arm to install the backing plate. Note the correct orientation of the backing plate.



Another look of the backing plate from behind. The backing plate should mount flat with the subframe.



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5. Install the brace and temporary put on the upper swaybar bracket flange bolt a few turns to prevent the backing plate from tipping over.

Top Bolt is 45mm length
Center bolt is 45mm length
Bottom bolt is 25mm length



6. Install the center bolt in the counter bored hole on the brace and place flange nut behind the backing plate. Do not tighten until both sides are installed. Torque the center bolts to 20lbf-ft.



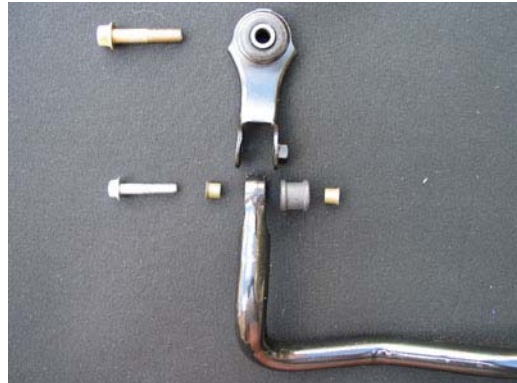
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7. Install the longer lower control arm bolts. Only snug them down at this point.



8. To install the end links on the sway bar. Push the rubber bushing into the sway bar arm hole. Then insert the inner steel collars on each side. Connect the end link then tighten the flange bolt to 22 lbf-ft.



9. Install bushing and the bracket on the swaybar then slide them out where the bar starts to bend.



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10. Remove the upper bracket bolts and mount the sway bar with the bushings and brackets. Install the upper and lower bracket flange bolts but do not tighten to allow side to side movement of the sway bar for the next step.



11. Bolt on the end link to the lower control arm with the flange bolt and tighten to 29 lbs-ft.



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12. Lower the car to a level ground and roll it back and forth and bounce it to remove any static friction from the suspension. With the car to the ground or on ramps, tighten the lower control arm bolts to 40lbf-ft.

Move the sway bar up and down to loosen any binding. Then tighten the sway bar bracket bolt to 20ft/lbs. This is the way to set up the sway bar to have no preload without using any adjustable end links.



END