

# Fitting Instructions

Application: Honda Civic 1996-2000 EJ-EK

**Camber & Caster Kit** consists of a set of replacement front upper control arm bushes, designed to increase positive caster, and provide camber adjustment. Static caster is increased by a preset amount of approximately +0.66 deg (or 40 min) . Static camber adjustment range is approximately +/- 0.66 deg (or 40 min). This kit is beneficial on most standard cars and is critical on lowered applications due to lack of any standard adjustment available. Special low compliance bushings reduce caster wind-back and maintain tighter tolerance between static and dynamic alignment settings. This kit will improve overall handling and allow for appropriate performance alignment adjustment.

Contents: Each kit contains;

- 4 x metal centre tubes (with off-set hole and hex head)
- 4 x bushings (with outer metal shell)
- 8 x thrust washers (polyurethane).

Fitting: Please read complete instructions before commencing work.

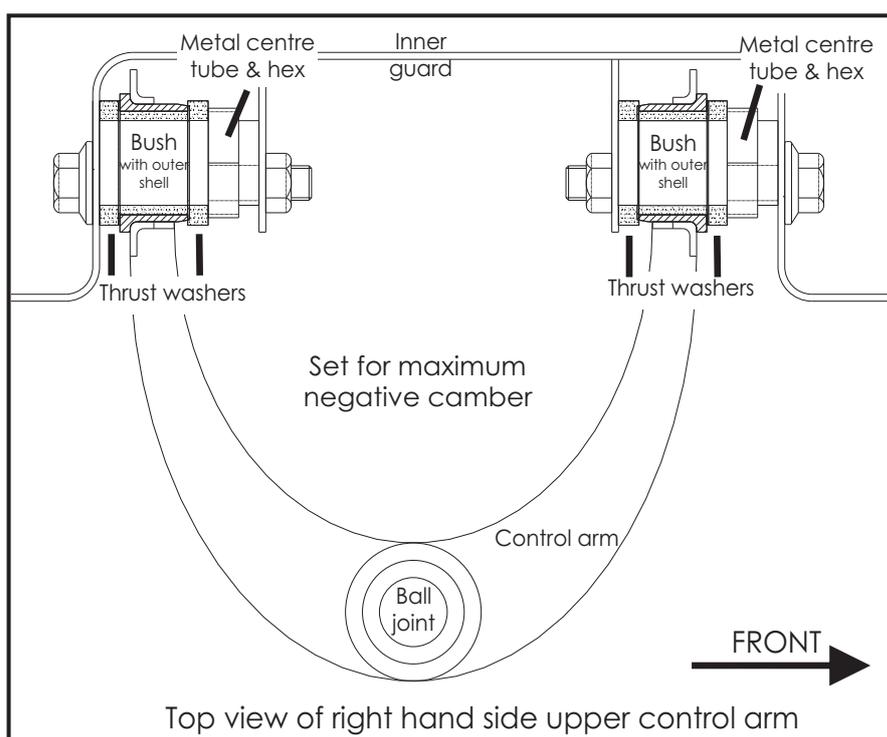
1. Check wheel alignment settings and work out amount of camber change required.
  2. Raise the vehicle, support on safety stands and remove front road wheels. Remove upper control arms, and remove original bushes.
  3. Using a press, fit new bushes (with metal outer shells) to the control arms, pressing in from the outside of the control arm. Ensure that bushes are pressed in evenly on all sides.
  4. Apply grease to all metal to bush surfaces and slide a single thrust washer onto the centre tube on the inside of the hex head.
  5. Fit the thrust washer and centre tube assembly to the new control arm bushes, positioning the hex head to face the front of the vehicle on all bushes. Note and adjust the position of the off-set hole;
- ✗ For negative camber adjustment, rotate centre tube until the off-set holes face towards the ball joint. (As shown in picture with single indicator slot on hex facing outside/ball joint)
  - ✗ For positive camber adjustment, rotate centre tube until the off-set holes face away from the ball joint. (Double indicator slots on hex facing outside/ball joint).
  - ✗ For no camber change, rotate centre tube until the off-set holes are centred above or below mounting centre line.

**IMPORTANT - the off-set holes in both centre tubes (each side) MUST share a common vertical and horizontal position.**

**For example: both tubes set to inboard (negative camber) position as shown in picture and either both facing down or both facing up.**

**Failure to do so can result in suspension binding, premature wear or component failure.**

6. Slide the remaining thrust washers on the rear of the centre tubes.
7. Re-fit the control arms, tighten and tension all mounting hardware to manufacturers specifications.
8. Refit road wheels and lower the vehicle.
9. Road test, check wheel alignment and adjust if necessary.



**Warning:** Please drive carefully while you accustom yourself to the changed vehicle behaviour.