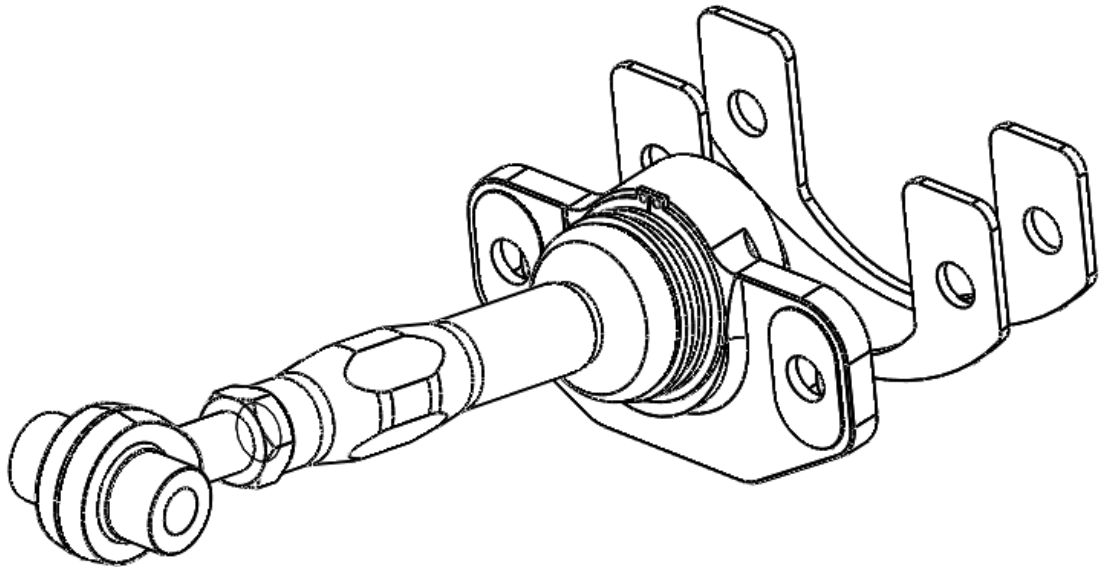
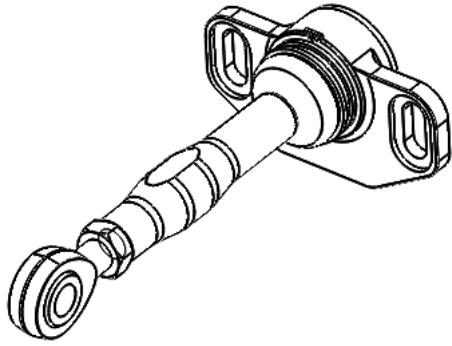




**Rear upper control arm  
Civic, CR-X and Integra –  
HDP16-03**



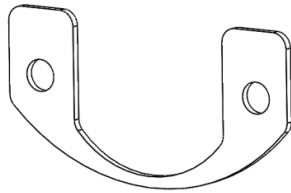
No.	Description	Quantity
1	Upper control arm	2
2	Rod end spacer	4
3	Mounting plate A – Centre	4
4	Mounting plate B – Offset	4
5	2.5mm Thick Camber Shim (0.5 Degree)	4



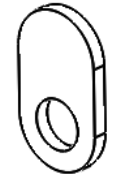
2



3



5



4

1. Raise the rear of the vehicle, and support on jack stands. Remove the rear wheels.
2. Remove the rear upper control arms by loosening then removing the 2 inboard bolts and the single outer bolt using a 14mm socket.
3. Assemble each of the Honed upper control arms (1), with the two outboard rod end spacers (2) and set the desired approximate length. Fit the appropriate mounting plate to the recess in the black inner ball joint mounting block to give the desired handling behaviour, either (3) or (4). Refer to the setup tables below for the correct settings. The length may be easily adjusted when performing the wheel
4. Install the upper control arm, with the two outboard spacers in place. We recommend base lining the car with one camber shim installed. Reinstall the 2 inner bolts and single outer bolt fixing the control arm to the trailing arm.
5. Torque the 2 inner bolts to 39Nm (29lbft) and the outer bolt to 55Nm (40 ftlb). Tighten the jam nut on the rod end to 25Nm (18lbft)
6. Check that there is no fouling or binding of the suspension at full bump or droop by cycling the suspension upward and downward with a jack placed beneath the hub. An effective bump stop and droop limit must be in place to prevent over travel of the inner pivot of the control arm. After installation a wheel alignment must be performed.

Suspension configuration	Mounting plate	Position
OEM geometry <sup>1</sup>	B - Offset	3
Honed rear roll centre bracket <sup>1</sup>	A - Centre	2

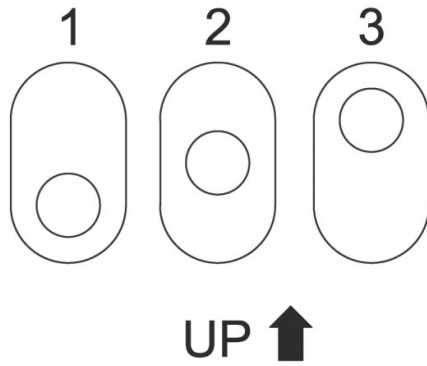
**Note 1:** Only position 3 with the inner upper control arm pivot mounted in the lowest location should be used with OEM suspension geometry.

Desired camber setting	Approximate length X
OEM	175 mm
-1°	170 mm

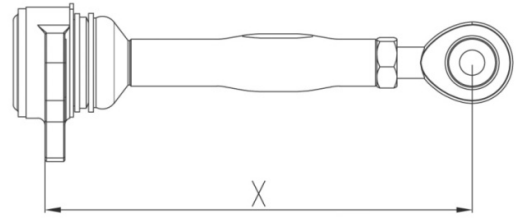
**Note 2:** These components are intended for race use only, and will require regular inspection and maintenance. Honed will not be held responsible for any misuse of the components.

**Note 3:** The minimum rod end thread engagement into the camber arm turnbuckle is 13mm. Camber Shims must be used if required arm length (X) exceeds 174mm.

Mounting plate orientations – Viewed from outboard side toward centre of car



Camber adjustment:



**Note 4: Camber Shim**

Shim	Change in Camber	Change in Toe (+ve is toe in)	Re-alignment Required
One Shim Added	+0.5 degree	+0.3mm (on 15" rim)	No
Two Shims Added	+ 1.0 degree	+0.6mm (on 15" rim)	Yes, although maybe ok during testing. Driver must be aware of change in handling due to toe change. Toe in is likely to reduce rotation but reduction in camber may reduce mid corner grip.
One Shim Removed	-0.5 degree	-0.3mm (on 15" rim)	No
Two Shims Removed	-1.0 degree	- 0.6mm (on 15" rim)	Yes, although maybe ok during testing. Driver must be aware of change in handling due to toe change. Toe out is likely to increase corner entry rotation.