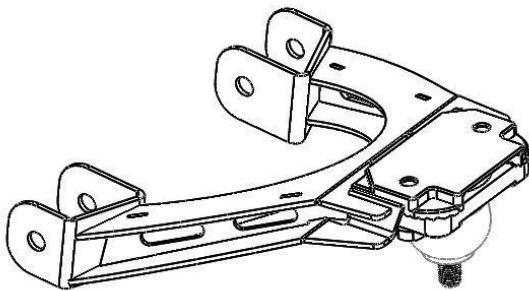
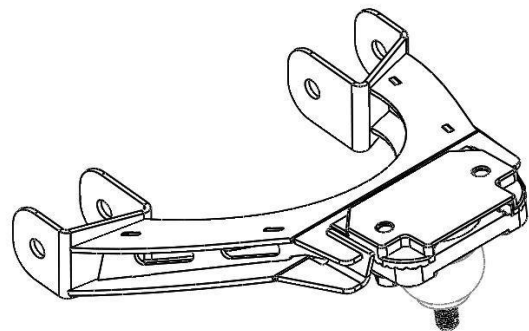


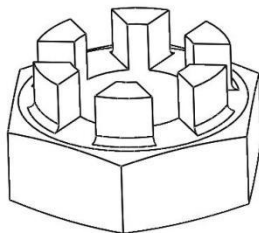
No.	Description	Quantity
1	HDP19-06 EG/DC2 Front Upper Control Arm RHS Assy	1
2	HDP19-07 EG/DC2 Front Upper Control Arm LHS Assy	1
3	M10x1.25 Castle Nut	2
4	2x30 Split Pin	2



1



2

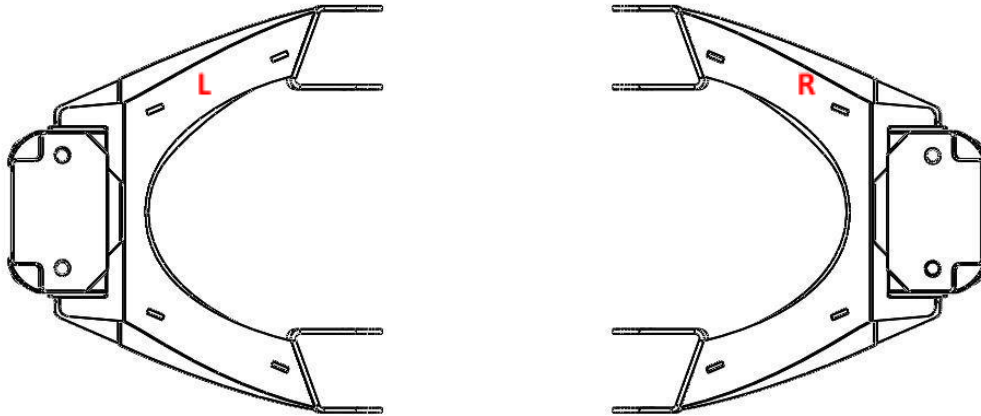


3

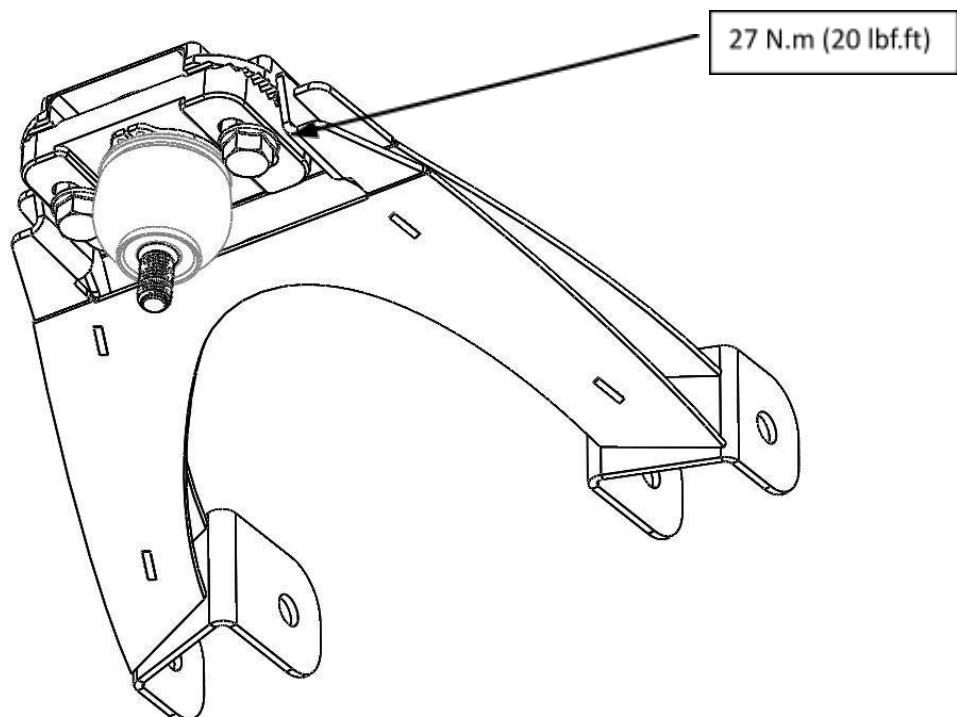


4

- The Honed EG/DC2 Upper Control Arms are left and right side specific (this is from the perspective of the driver of the car).
- They already have additional caster built into the dimensions of the arms, although they look close to symmetrical, they are not. They are carefully shaped for maximum clearance to the body sheet metal.

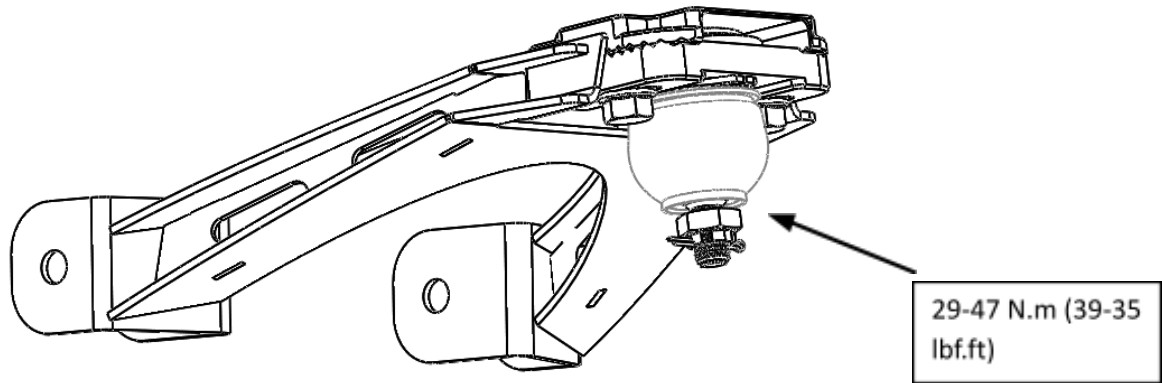


- These arms are not supplied with the inboard pivot bushes/bearings and these should be re-used from your current upper control arms. The bolts that go through the inner pivot should be hand tight until the suspension is at ride height and then tightened appropriately. If this cannot be achieved, (or you have spherical type bearings) you can assume a 90 degree angle of the arms to the inner bush studs and tighten the inboard bolts to 43 N.m (32 lb.ft).
- It is important that the two m8 flange head bolts retaining the ball joint plate are tightened to the following specification:



- We recommend checking these fasteners during routine vehicle maintenance and inspections.
- Paint mark the fasteners if you have a paint pen available.

- The torque setting for the outer ball joint's castle nut is:



- Do not align the castle nut by loosening.
- Always replace the split pin if removing and reinstalling ball joint into a steering knuckle.

Notes:

- Due to the design of the Honed Camber arms, which feature a finite ~ 0.5 degree per tooth adjustment mechanism, your camber alignment may not be able to be set perfectly even on both sides of the car.
- Honed deem a 0.5 degree resolution in camber adjustment to be perfectly acceptable given the typical tyre sensitivity and other tolerances in your Honda's front suspension.

Honed Alignment Recommendations

Here are our alignment recommendations to help you hit the track with a great starting point

After getting your car aligned, keep the alignment sheet for your records if you don't get a print out then fill in the "Final Values" column

	Honed Recommendation	Final Values
Front Axle		
Individual Toe	0mm	
Camber	-2.5 degrees	
Castor	+1 to +4 degrees	
Rear Axle		
Individual Toe	+1.5mm (toe in)	
Camber	-2 degrees	

The alignment settings above are to suit Honda Civic and Integra vehicles from 88'-01' and are intended as a starting point only. Front castor is listed as a range, if you have components that increase castor consider that this can have a detrimental effect on bumpsteer and adjustable outer tie rods can be beneficial.