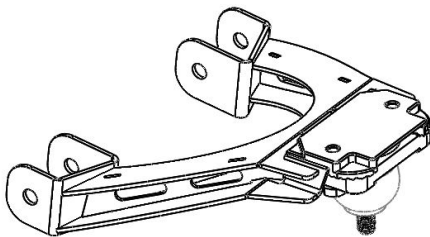
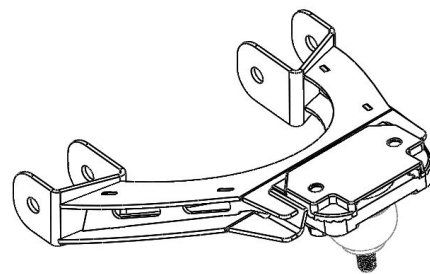


No.	Description	Quantity
1	HDP19-04 EK Front Upper Control Arm RHS Assy	1
2	HDP19-05 EK Front Upper Control Arm LHS Assy	1
3	HDP19-10-05 Castor Spacer	4
4	M10x1.25 Castle Nut	2
5	2x30 Split Pin	2



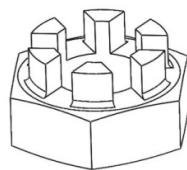
1



2



3



4



5

- The Honed EK Upper Control Arms are left and right side specific (this is from the perspective of the driver of the car).
- Although they look close to symmetrical, they are not. They are carefully shaped for maximum clearance to the body sheet metal. Each arm comes with “L” and “R” stickers on them.

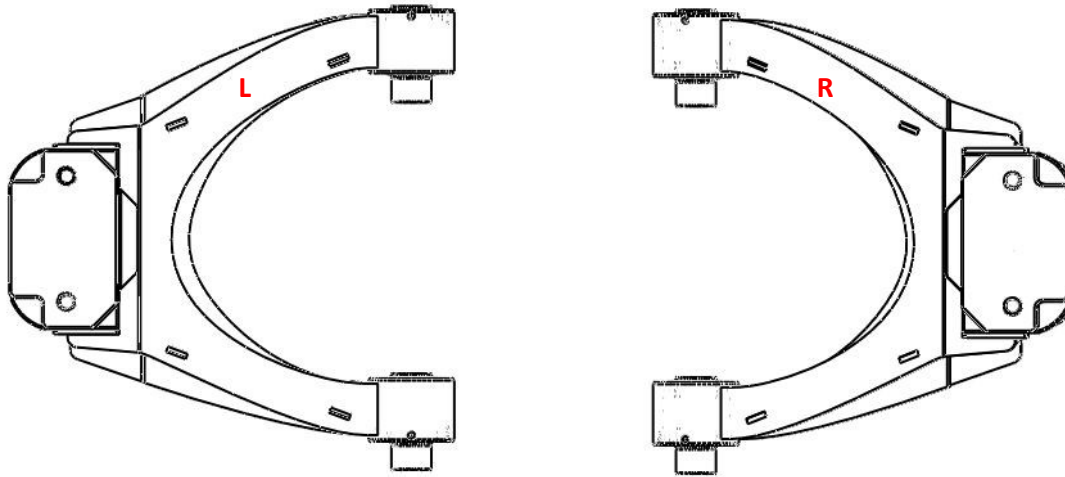


Figure 1: Low Castor Configuration Shown

- The Honed EK Front Upper Control Arms have two possible mounting configurations:

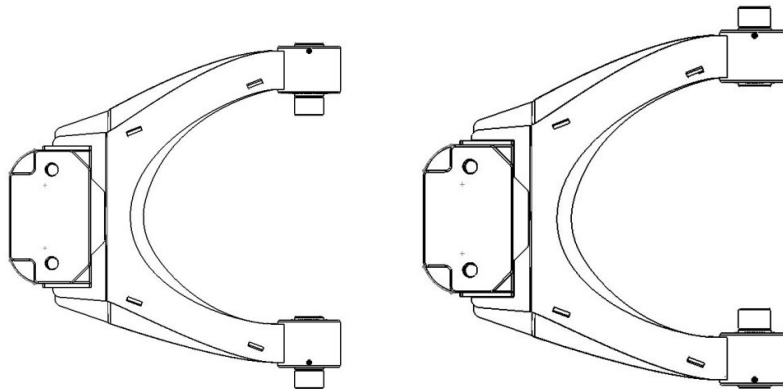
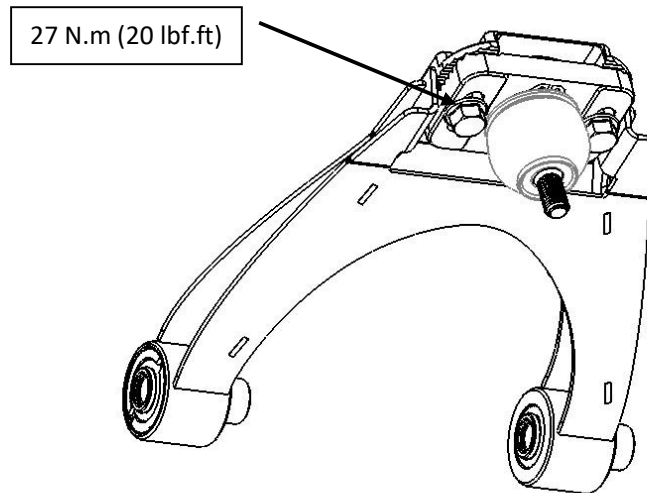


Figure 2: Left - LHS Arm Low Caster. Right – LHS Arm High Caster

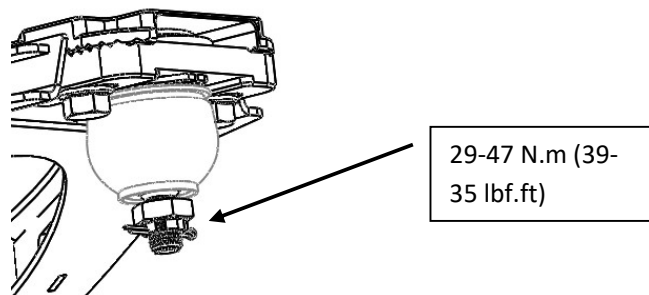
Configuration	Approximate Caster	Description
“Low Caster”	+1.5 Deg +/- 0.5 deg	Targeting the stock caster value at a non-lowered ride height
“High Caster”	+3 Deg +/- 0.5 deg	Targeting the ideal motorsport caster value.

- Tighten the inboard (chassis side) 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 are:



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

Notes:

- In the high caster configuration it is possible for the Upper Control Arm to contact the top of the wheel arch in some circumstances. We recommend checking the full articulation of your suspension with the spring removed and adjusting your bumpstop engagement to minimize contact.
- 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.
- The inboard pivots of these arms are fully serviceable, contact Honed if you ever need to service those joints.

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.