

# **Air Lift™** **PERFORMANCE**

## **Kits**

### **78626/78627**

Honda Civic (9th GEN)

***Rear Application***

***(with and without shocks)***



#### **⚠ CAUTION**

SEE STEP 12 ON PAGE 10  
BEFORE SERVICING VEHICLE  
ON A FRAME CONTACT HOIST.

## **AIR LIFT™** **PERFORMANCE**

## **INSTALLATION GUIDE**

For maximum effectiveness and safety,  
please read these instructions completely  
before proceeding with installation.

*Failure to read these instructions can result in an  
incorrect installation.*

PERFORMANCE SUSPENSION PARTS

# Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of this Honda Civic (9th Gen) Performance kit.

It is important to read and understand the entire installation guide before beginning installation or performing any maintenance, service or repair. The information includes a hardware list, step-by-step installation information, maintenance tips, safety information and a troubleshooting guide.

## NOTATION EXPLANATION

Hazard notations appear in various locations in this publication. Information which is highlighted by one of these notations must be observed to help minimize risk of personal injury or possible improper installation which may render the vehicle unsafe. Notes are used to help emphasize areas of procedural importance and provide helpful suggestions. The following definitions explain the use of these notations as they appear throughout this guide.

 **DANGER**

INDICATES IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.

 **WARNING**

INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.

 **CAUTION**

INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN DAMAGE TO THE MACHINE OR MINOR PERSONAL INJURY.

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**NOTE**

*Indicates a procedure, practice or hint which is important to highlight.*

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## IMPORTANT SAFETY NOTICES

The installation of this kit does not alter the Gross Vehicle Weight Rating (GVWR) or payload of the vehicle. Check your vehicle's owner's manual and do not exceed the maximum load listed for your vehicle.

**Gross Vehicle Weight Rating:** The maximum allowable weight of the fully loaded vehicle (including passengers and cargo). This number — along with other weight limits, as well as tire, rim size and inflation pressure data — is shown on the vehicle's Safety Compliance Certification Label.

**Payload:** The combined, maximum allowable weight of cargo and passengers that the vehicle is designed to carry. Payload is GVWR minus the Base Curb Weight.

 **WARNING**

DO NOT INFLATE AIR SPRINGS WHILE OFF OF THE VEHICLE. DAMAGE TO ASSEMBLY MAY RESULT AND VOID WARRANTY.

 **CAUTION**

DO NOT WELD TO, OR MODIFY PERFORMANCE STRUTS/SOCKS IN ANY WAY. DAMAGE TO UNIT MAY OCCUR AND WILL VOID WARRANTY.

# Installation Diagram

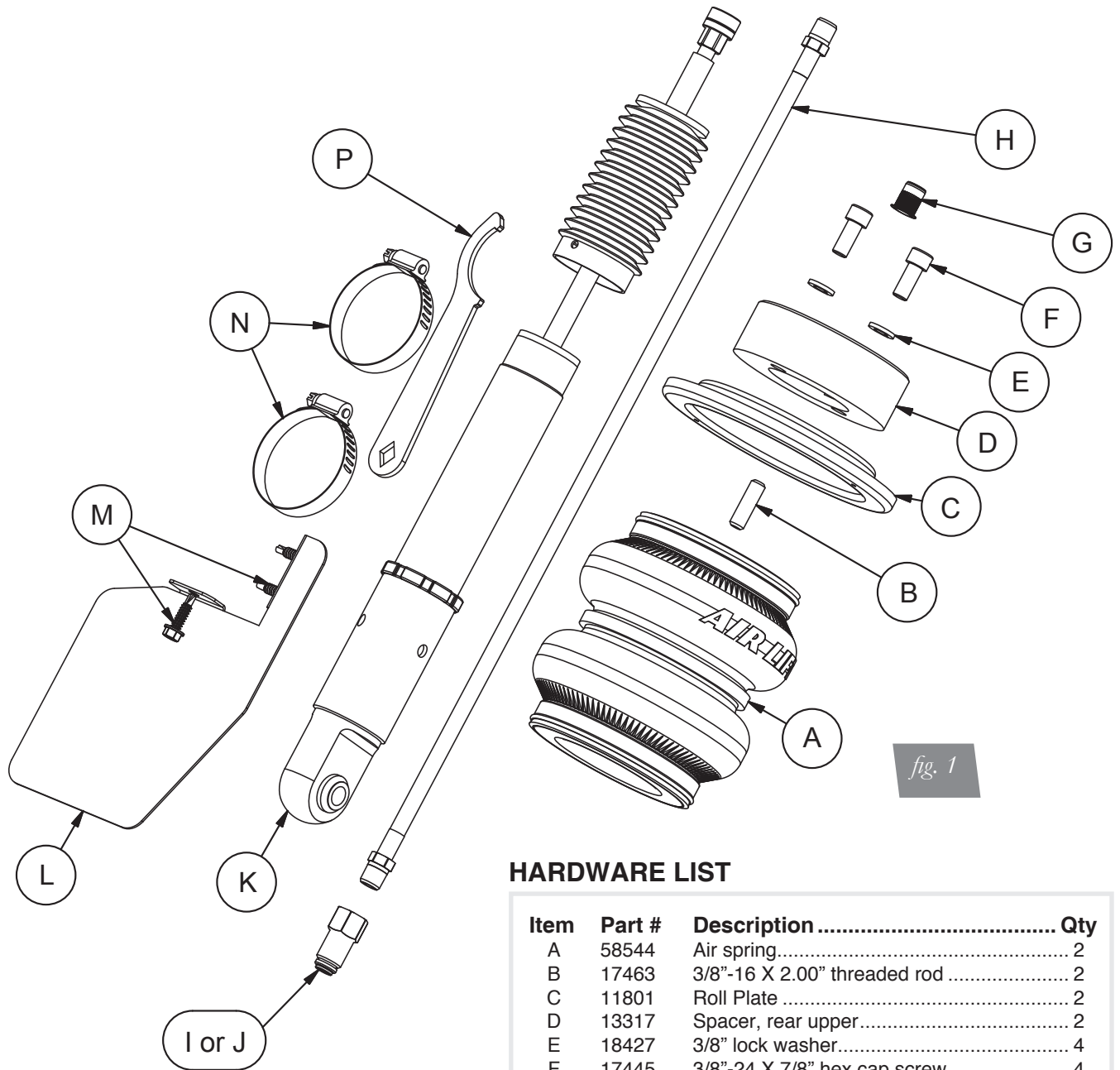


fig. 1

## HARDWARE LIST

Item	Part #	Description .....	Qty
A	58544	Air spring.....	2
B	17463	3/8"-16 X 2.00" threaded rod .....	2
C	11801	Roll Plate .....	2
D	13317	Spacer, rear upper.....	2
E	18427	3/8" lock washer.....	4
F	17445	3/8"-24 X 7/8" hex cap screw.....	4
G	18585	3/8"-16 nutsert .....	2
H	20997	Leader Hose, 1/4" ID .....	2
I	21810	Union, 1/4"FNPT X 1/4" PTC, DOT .....	2
J	21987	Union, 1/4"FNPT X 3/8" PTC, DOT .....	2
K	26785	Shock, Civic 9th Gen rear.....	2
L	11138	Heat shield.....	1
M	17263	1/4"-14 X 1" self tapping hex screw .....	3
N	10555	Clamp .....	2
O	11137	Exhaust wrap (not shown) .....	1
P		Spanner Wrench.....	1

# Installing the Air Suspension

## PREPARING THE VEHICLE

1. Elevate and support the vehicle from approved lifting points.
2. Remove the rear wheels (fig. 2).



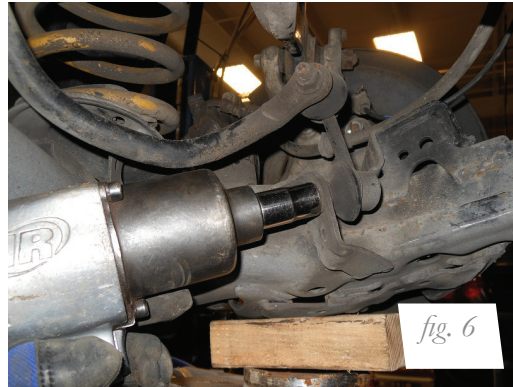
## REMOVING THE STOCK SUSPENSION

1. Unclip the sensor wire from the knuckle (figs. 3 and 4) and unbolt the brake line bracket (fig. 5).





2. Remove the stabilizer end link from the control arm (figs. 6 and 7).



3. Support the hub and remove the lower shock bolt (figs. 8 and 9).



4. If retaining the factory shocks, continue to Step 5. Otherwise, remove the trunk quarter trim to reveal the upper shock mount (figs. 10 and 11). Unthread the shock rod nut and remove the shock from the vehicle (fig. 12).



 **CAUTION**

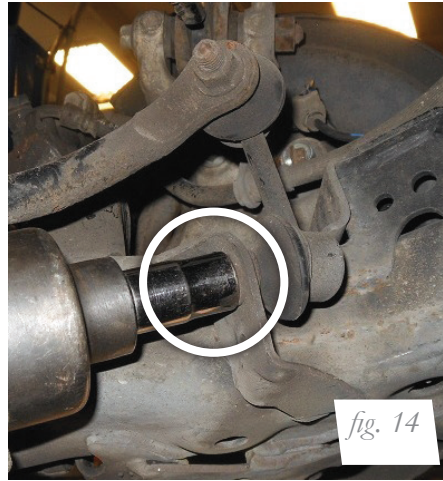
COIL SPRING UNDER PRESSURE. PROCEED WITH CAUTION.

5. Lower the hub and remove the coil spring and rubber isolators (fig.13).



## AIR SUSPENSION INSTALLATION

1. Reattach the stabilizer end link (fig. 14). Torque nut to 39 Nm (29 ft-lbs.).



2. Reinstall the sensor wire clip (fig. 15) and brake line bracket (fig. 16). Torque to 22 Nm (16 ft-lbs.).



3. At the upper spring perch, use a 17/32" drill bit to enlarge the hole in the spring seat (figs. 17 and 18).

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### NOTE

*Figures 17 and 18 demonstrate the execution of step 3 but do not represent an exact vehicle match.*

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4. Assemble the nutsert and nutsert tool together and insert into the 17/32" hole. Review the diagram below on how to attach the nutsert to the vehicle (fig. 19).

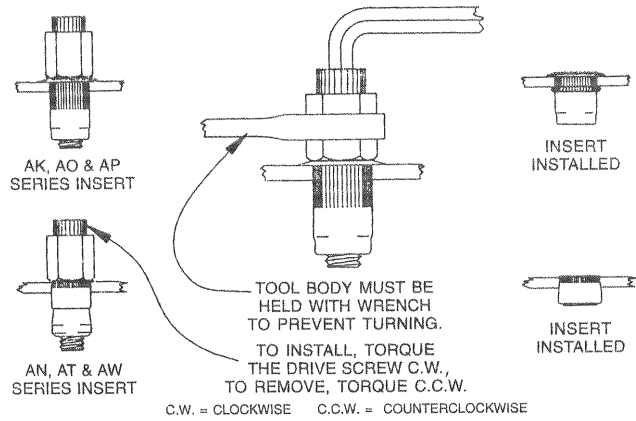
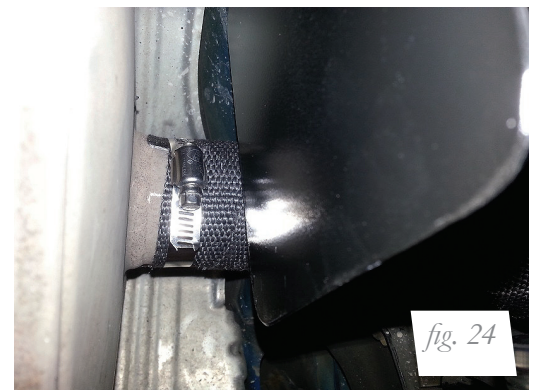
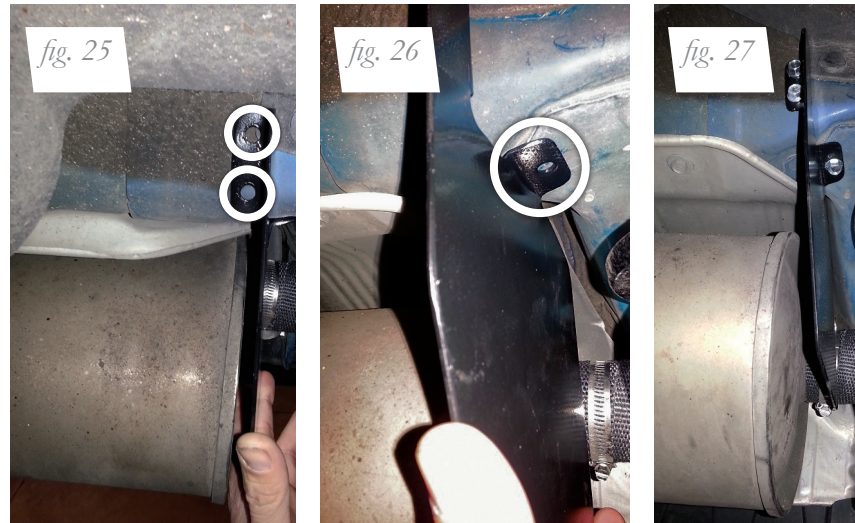


fig. 19

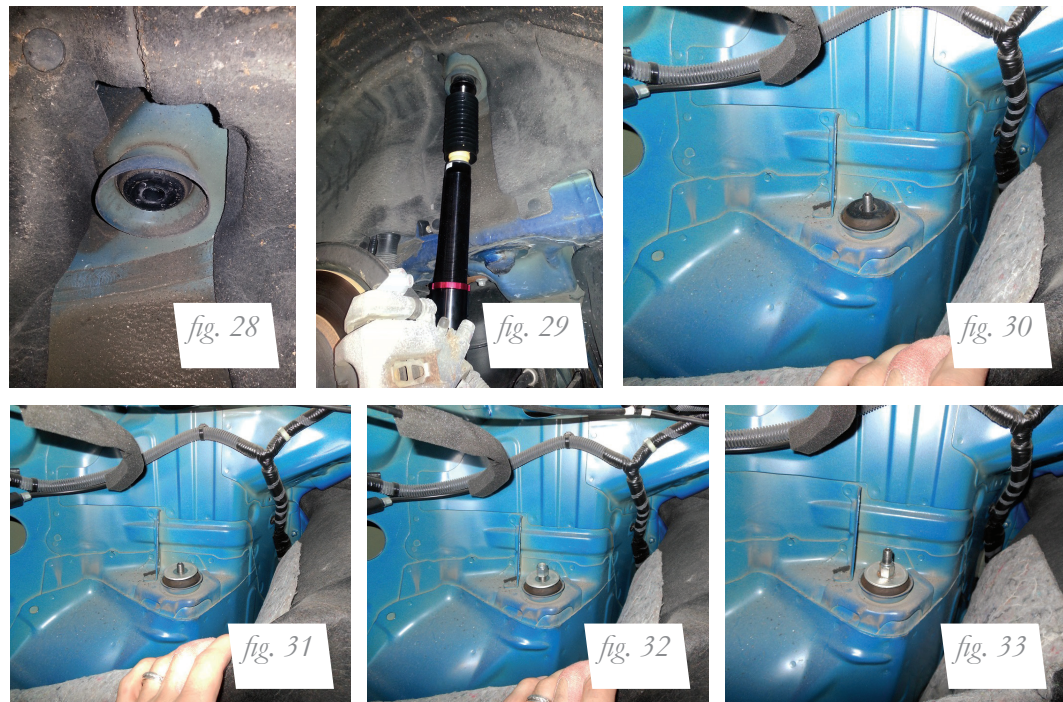
5. Using the exhaust wrap, begin wrapping the tube just before the muffler and lock it in place with one of the supplied clamps (fig. 20). Continue wrapping the exhaust tube forward of the muffler by tightly overlapping each pass by a 1/4" (fig. 21). Continue past the two bends of the pipe and clamp tightly at the end (figs. 22 and 23). Trim the clamps as necessary (figs. 23 and 24).



- Align the supplied heat shield ahead of the OE rear muffler heat shield and centered on the angled chassis protrusion (figs. 25 and 26). Secure in place using the self-tapping screws (figs. 27).



- If retaining the factory shocks, continue to Step 8. Insert the shock through the shock isolators within the chassis (figs. 28, 29 and 30). Apply the top rebound washer (figs. 31, 32 and 33) and tighten the rod nut to 29 Nm (22 ft-lbs.).

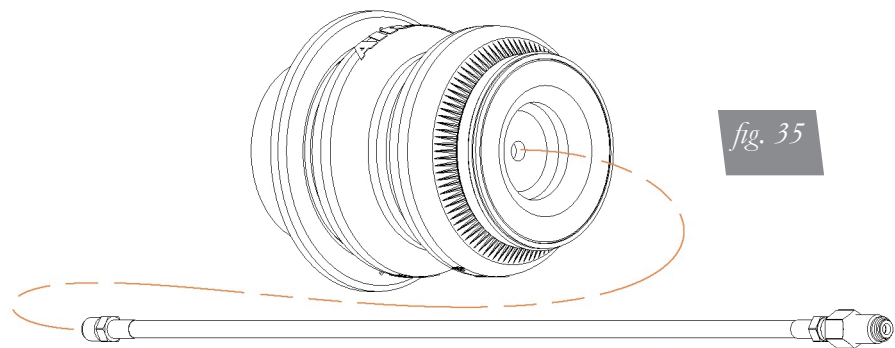




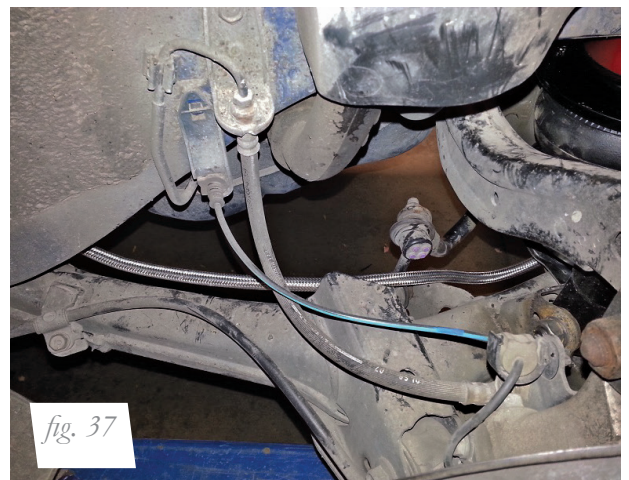
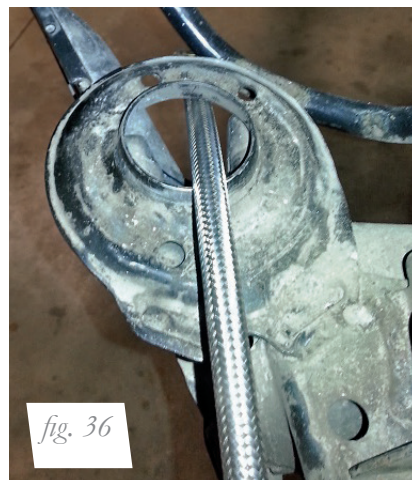
- Align the lower shock eye mount with the corresponding lower control arm bracket and insert the shock bolt (fig. 34). Torque the bolt at “ride height” to 59 Nm (43 ft-lbs.). Si models, torque the bolt to 69 Nm (51 ft-lbs.).



- Install the leader line into the air spring. Apply thread sealant to the threads of the leader hose. Tighten the appropriate fitting to the air line (one and three-quarter turns beyond hand-tight). Tighten the leader line into the air spring (one and three-quarter turns beyond hand-tight) (fig. 35).



- Route the braided air line through the lower spring seat and forward along the trailing link (figs. 36 and 37).





11. Thread the assembly into the newly installed nutsert and tighten by hand.
12. Inflate the air spring to a max pressure of 30 PSI and locate the lower air spring end cap over the lower spring seat (fig. 38).

**CAUTION**

STEP 12 MUST BE PERFORMED ANY TIME THE VEHICLE IS LIFTED OFF THE GROUND AND AIR SPRING PRESSURE FALLS BELOW 20 PSI. THE AIR SPRING MUST BE SEATED IN THE LOWER SPRING SEAT BEFORE DRIVING.



13. Fully compress the suspension using a jack. With the suspension compressed, review the best routing for the leader hose that is clear of all suspension components. Routing should also allow for the suspension to extend without kinking or pulling the line tight or rubbing on other components. Following the brake line routing is often a good place to start. Check clearances to all other components.
14. With the suspension fully compressed, take a measurement from the fender to some reference point – typically the center of the axle. Record this measurement as Max Compression.
15. Cycle the suspension to Max Extension and record the measurement from the same reference points.
16. Add ME and MC then divide by 2. Set the suspension to this point. This position will give 50% stroke in either direction and is a starting point for ride height (fig. 39).

**Formula for Calculating Ride Height**

**$(ME+MC) \div 2 = \text{MID STROKE}$**

*fig. 39*

17. With the suspension at this position, loosen, then re-torque the lower control arm bolts to manufacturer's specifications (Table 1).

*Table 1*

Torque Specifications		
Location	Nm	Ft-lbs.
Stabilizer end link nut	39	29
Brake line bracket bolt	22	16
Shock rod nut	29	22
Shock eye nut	59	43
Shock eye nut (Si models)	69	51
Camber link outer nut	108	80
Lower control arm inner bolt	59	43
Wheel lugs	108	80
Air fitting (use thread sealant)	1 and 3/4 turns beyond hand-tight	

## DAMPING ADJUSTMENT

The shocks in this kit have 30 settings, or “clicks”, of adjustable compression and rebound damping characteristics. Damping is changed through the shock rod using the supplied adjuster (figs. 40 & 41) or a 3mm allen wrench.

Turn the adjuster clockwise and the damping settings are hardened. Turn the adjuster counterclockwise and the damping is softened.

Each shock is preset to “-20 clicks”. This means that the shock is adjusted 20 clicks away from full stiff. Counting down from full stiff is the preferred method of keeping track of, or setting, damping. This setting was developed on a 2013 Honda Civic Si and may need to be adjusted to different vehicles and driving characteristics.



fig. 40

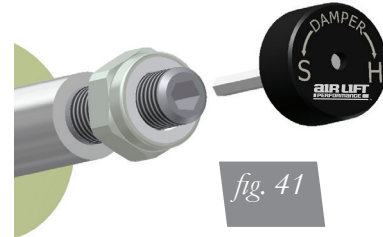


fig. 41

## ALIGNING THE VEHICLE

1. Using the control system, set the vehicle height to the new custom ride height.
2. If the custom ride height is lower than stock, we recommend loosening all pivot points (bolts, nuts) on any control arm, strut arm or radius rod that contains bushings. Once they have been loosened, re-torque to stock specifications.

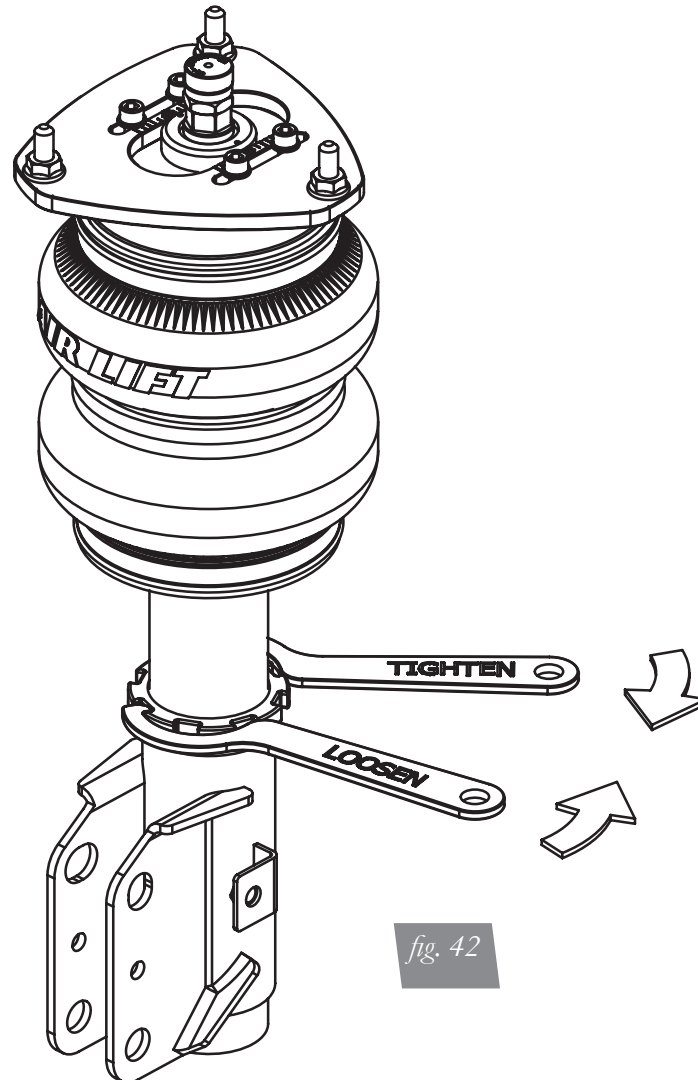
### NOTE

*It may be necessary to cycle the suspension to loosen the bushing up from its mount. This will help re-orient the bushing at its new position and increase life of the bushings based on the custom ride height.*

## ADJUSTING EXTENDED OR DROP HEIGHT USING LOWER MOUNT

Your struts have been pre-set at the factory to provide maximum drop height while maintaining adequate tire clearance to the air spring. If you wish to gain more extended height (lift), which is the same as reducing drop height, or want to lower the chassis further and there is still adjustment available at the lower mount, please use the following procedure:

1. Support the vehicle with jack stands or a hoist at approved lifting points.
2. Remove the wheel.
3. Using the supplied spanner wrench, loosen the lower locking collar (fig. 42).



4. Deflate the air spring to 0 PSI on the corner you are adjusting.
5. Disconnect lower mount from suspension.
6. Spin the lower mount to the desired location.

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### NOTE

*Not all models will have further drop height available.*

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7. Re-install lower mount to suspension and torque fasteners.
8. Tighten the lower locking collar to the lower mount using significant force.

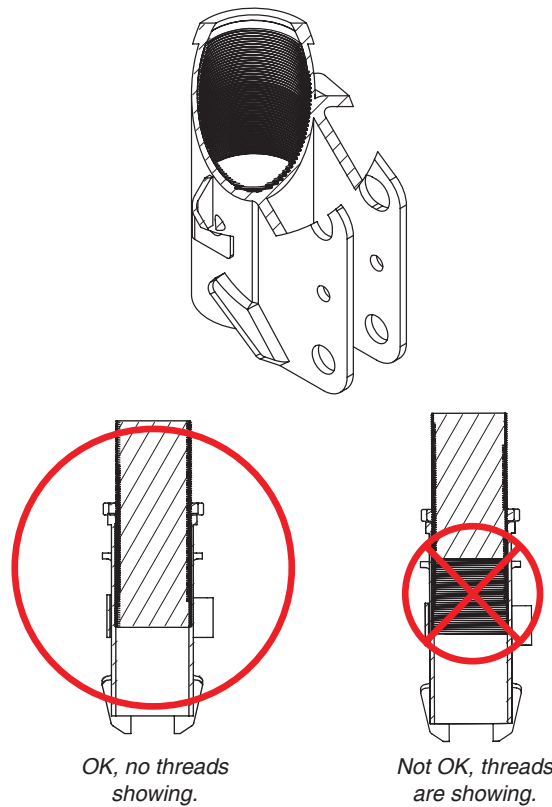
## CAUTION

WHEN ADJUSTING HEIGHT UPWARDS, MAKE SURE THAT THE STRUT BODY ENGAGES ALL THE THREADS OF THE LOWER MOUNT (FIG. 43). WHEN ADJUSTING DOWNWARDS, MAKE SURE THERE IS ADEQUATE AIR SPRING CLEARANCE TO THE TIRE/WHEEL ASSEMBLY. CLEARANCE MUST BE CHECKED WITH SYSTEM FULLY DEFLATED AS WELL AS FULLY INFLATED TO ENSURE THAT NO RUBBING OCCURS. FAILURE TO MAINTAIN ADEQUATE CLEARANCE CAN RESULT IN AIR SPRING FAILURE AND WILL NOT BE COVERED UNDER WARRANTY.

## CAUTION

DO NOT ADJUST HEIGHT BY SPINNING AIR SPRING ON STRUT! DOING SO MAY CAUSE AN AIR LEAK AND COMPROMISE THE ASSEMBLY.

### FOR STRUTS:



### FOR SHOCKS:

