



92-00 CIVIC 94-01 INTEGRA TRACTION BAR

Part # - 9200-TB-102, 9200-TBK-104

Applications: 92-00 CIVIC / 94-01 INTEGRA

Note: This system will require modification to the lower control arms of:

Canadian 99-00 Civic SIR, US Civic SI and JDM CTR due to the different front lower control arms used.

Parts list: 1 traction bar, 2 front LCA brackets, 2 radius arms, 2 RH thread rod ends w/ jam nuts, 2 LH thread rod ends w/ jam nuts, 8 aluminum cone spacers, 4 large bolts w/ nylon locking nuts.

- 1) Begin by raising your car on a hoist, or jack it up and support it safely with jack stands. Locate the factory tow hooks found on the left and right sides of the front frame rails. You'll see 3 bolts that hold each tow hook in place, remove these and save the bolts, they are needed to mount the new ETD traction bar in place.
- 2) Now you can put your new traction bar in position and line up the holes on the end plates with the threaded holes that held the oem tow hooks. You will notice there are 8 holes found in the endplates of the traction bar. This allows the bar to be mounted at 3 different height settings. We recommend that you use the setting which gives the bar the best overall ground clearance. Some of the height settings will not apply as they are meant for race cars only.
- 3) By hand, thread in all 6 of the oem bolts, 3 on each side, that you removed earlier. Once all the threads have been started, Push the bar toward the engine, this helps to eliminate slight endplay. Now tighten all 6 bolts securely.
- 4) Its time now, to mount the brackets to the face of the front LCA's. Looking at the face of each LCA, you will need to remove the 2 bolts that hold the LCA together. Now put the LCA bracket in place and simply reinstall the 2 bolts and tighten them securely. The race bracket uses a two point mounting set-up, be sure the rod end is positioned closest to the suspension fork. The street bracket uses single point mounting set-up, be sure to use the position closest to the suspension fork.
- 5) Now lay out your radius arms, rod ends, jam nuts and hardware on a bench or table. Thread the jam nuts onto each of the rod ends and then thread them into the radius arms. Be sure to remember that 2 joints are RH thread and the other 2 are LH thread.
- 6) Using the bolts provided, mount the radius arm assembly to the gussets on the traction bar, placing a cone spacer on each side of the rod end and tighten them securely. See that the spacers taper towards the rod end to give the rod end the movement it needs. Repeat this for the LCA bracket. **Note: You may find that the bolts going through the gussets are somewhat tight. They are like this to eliminate end play.**
- 7) It is time to lower the car all the way to the ground and adjust the radius arm tension. This is done by reaching under the car and turning the radius arm with your hand, until slight tension is felt on the radius arm assembly. Be sure that the jam nuts are backed off enough so you don't hang up on them while you are adjusting the arms. **Note: We recommend that only a small amount of tension be applied as over-tightening can pull the car's alignment out of spec.**
- 8) When the radius arm tension is set correctly, be sure to tighten all of the jam nuts securely, which will lock the radius arms in place.

