



PLEASE READ CAREFULLY BEFORE PROCEEDING WITH INSTALLATION

Product Disclaimer

- There is no warranty stated or implied due to the unusual stresses placed on competition products and/or the inability to monitor the modification, installation and use. The entire risk of quality, performance and defect is with the purchaser and not the manufacturer, distributor or retailer. Should any product(s) prove to be defective for any reason under any circumstance, the purchaser and not the manufacturer, distributor or retailer will assume financial responsibility for any consequential damages, repairs/service and any other liability.
- A vehicle modified by the use of competition product(s) for use on public roadways may not meet local, state or federal regulations. Installation and use of this competition product(s) may also affect vehicle insurance coverage. It is the purchaser's responsibility to meet and comply with regulations and policies before operating the vehicle on public roadways.
- Return of product(s) will **ONLY** be accepted if product(s) is in resell able condition. All accepted returns will be subject to a 20% restocking fee. **ABSOLUTELY NO RETURNS ON USED PRODUCTS.** For more information on our return policy, please call (951) 808-9888.
- **CUTTING OR MODIFYING THE BUMPSTOP WILL VOID THE WARRANTY!!!**
- For technical support, visit the HelpDesk at www.skunk2.com or call (951) 808-9888
- Group A Autosports Inc., recommends the following performance products to maximize power gains:
 - Header/high-flow exhaust system
 - Cold-air intake system
 - Fuel pressure regulator
 - Camshafts/adjustable cam gears

Warranty Policy

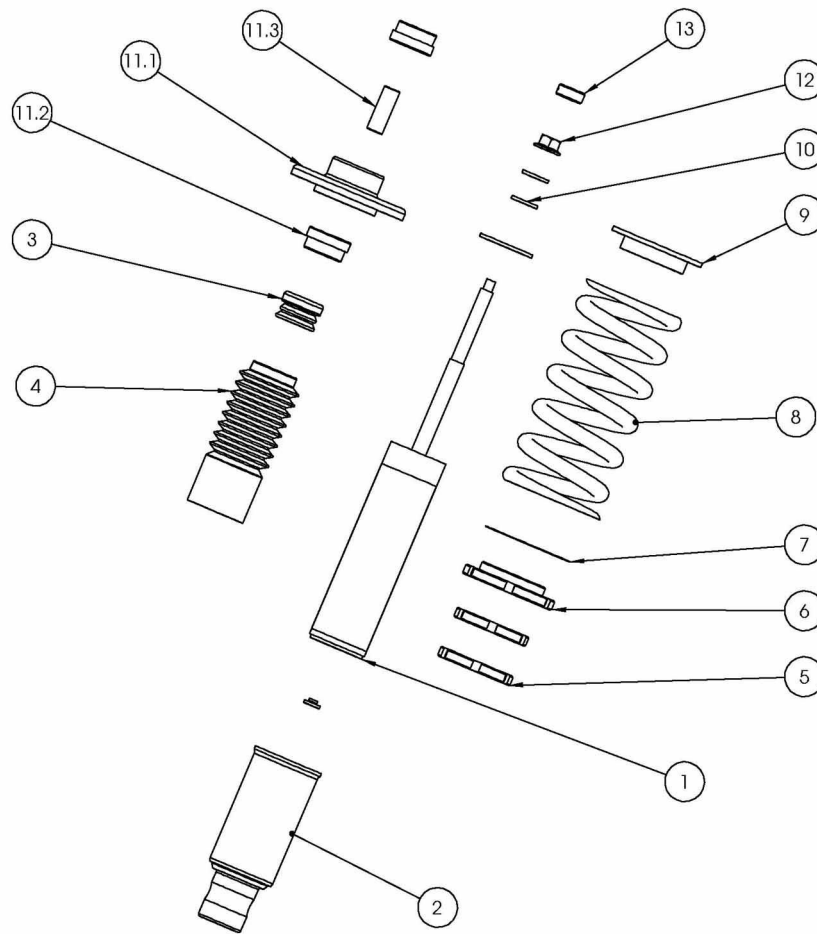
Group A Autosports Inc. warranties all products to be free of defects in materials and workmanship for normal use and service for a period of 90 Days from the date of retail purchase. Products returned must be inspected and determined to be defective by Group A Autosports Inc. before any warranty credit and/or replacement is issued. Group A Autosports Inc.'s obligation under warranty shall be limited to repairing or replacing, at its discretion, any product found to be defective. The consumer will be responsible for transportation charges. Final determination of the suitability of the product(s) for the intended use is the sole responsibility of the consumer. Group A Autosports Inc. shall not be liable for any special, direct, indirect, incidental or consequential damages that may be claimed as a result of the failure of any product, including claims for delay, loss of profits or labor. Group A Autosports Inc. shall not be liable for any damage and/or injury to person(s) and/or property resulting from improper installation and/or misuse of any product subject to this warranty. There are no other warranties expressed and/or implied extending beyond those set forth above.

Pro-C Coilovers EG/EK/DC Part # 541-05-0700

For Models/Years

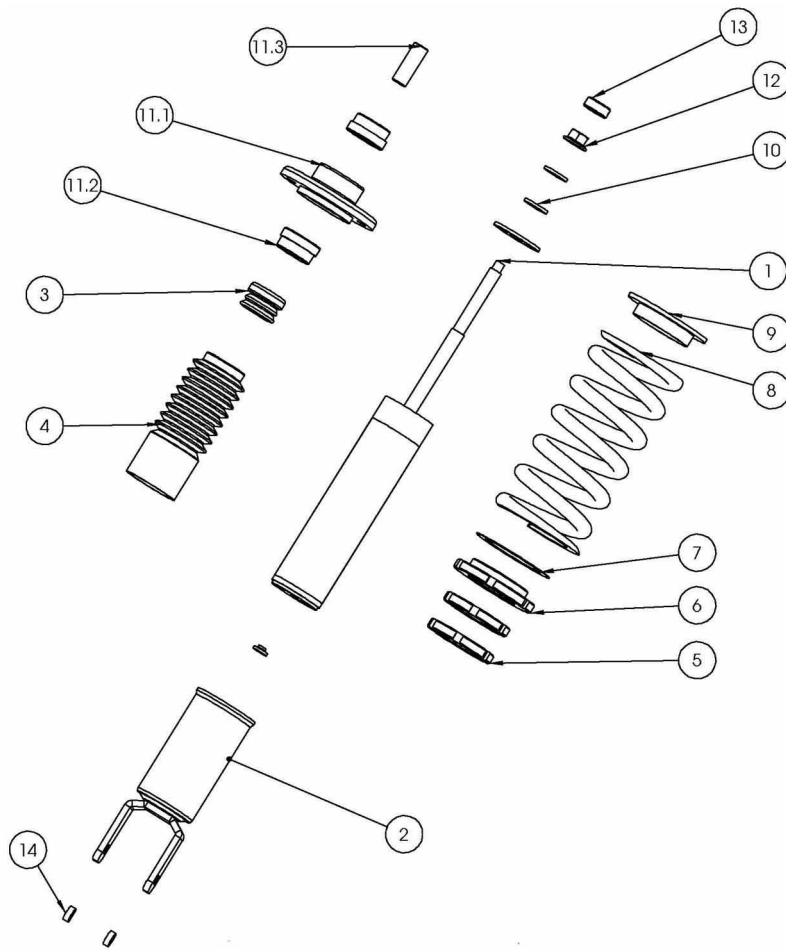
- 92-00 Civic
- 94-01 Integra

FRONT COILOVER ASSEMBLY



ITEM NO.	PART NAME	QTY.
1	FRONT SHOCK (190 MM)	2
2	BASE CYLINDER	2
3	BUMPSTOP	2
4	FRONT RUBBER BOOT	2
5	LOCK RING	4
6	SPRING SEAT	2
7	TELFON SPRING PAD	2
8	SPRING 0700.250.010	2
9	RUBBER SPRING PAD	2
10	B18.22M - Plain washer, 12 mm, narrow	2
11.1	FRONT TOP MOUNT	2
11.2	POLYURETHANE BUSHING	4
11.3	BUSHING PIN	2
12	B18.2.2.4M - Hex flange nut, M12 x 1.25 --C	2
13	ADJUSTMENT KNOB	2

REAR COILOVER ASSEMBLY



ITEM NO.	PART NAME	QTY.
1	REAR SHOCK (210MM)	2
2	BASE CYLINDER	2
3	BUMPSTOP	2
4	DUSTBOOT	2
5	LOCK RING	4
6	SPRING SEAT	2
7	TELFON SPRING PAD	2
8	SPRING 0600.250.010S	2
9	RUBBER SPRING PAD	2
10	B18.22M - Plain washer, 12MM,narrow	4
11.1	REAR TOP MOUNT	2
11.2	POLYURETHANE BUSHING	4
11.3	541-05-5700-PIN	2
12	B18.2.2.4M - Hex flange nut, M12 x 1.75 --C	2
13	ADJUSTMENT KNOB	2
14	FORK SPACERS (EK ONLY)	4

Note:

- It is recommended that this coilover kit product be installed by a trained technician/professional.
- For factory strut removal instructions and diagrams, please refer to the factory service manual, or equivalent.
- DO NOT disassemble and/or modify the shock absorber assembly. Doing so may damage the shock absorber and will void the warranty.
- DO NOT cut or modify the bumpstop. Doing so may damage the shock absorber and will void the warranty.
- Be careful not to damage the piston rod. Scratches, indentations, bends or any other damage to the piston rod will make the shock absorber unusable and will void the warranty.
- Make sure that all factory parts to be installed on the Skunk2 shock absorbers are in good condition. Any parts that are damaged or deteriorated must be replaced. The use of damaged or deteriorated parts in conjunction with the Skunk2 shock absorber will void the warranty.
- ALWAYS install the shock absorbers with the spring perches at their highest position (top of the threaded portion of the shock body). Installing the shock absorbers with the spring perches any lower than the highest position may damage the shock absorbers and will void the warranty.

Height Adjustment:

- This coilover kit is designed to allow both race-ride and street-ride heights. It is not recommended to run race-ride height for normal street driving. This will result in more tire wear due to the excessive negative camber, which creates more stress on the wheel hubs and ball joints.
- ALWAYS install the shock absorbers with the Base Cylinder at the highest position. Installing the shock absorbers with the spring perches any lower than the highest position may damage the shock absorbers and will void the warranty.
- With the vehicle jacked up and secured on jack stands, raise (clockwise) or lower (counter clockwise) the Base Cylinder to the desired height. Securely tighten the lock ring against it.
- Lower the vehicle to check ride height. This process may need to be repeated until the desired ride height is achieved. Camber and toe settings will change depending on the height adjustments.
- A wheel alignment is recommended after complete installation.

Front Coilover Assembly

1. Install the Base Cylinder onto the Front Shock
 - a. The hole in the side of the Base Cylinder indicates the minimum thread. Do not raise the vehicle beyond this point.
 - b. Do not adjust height until all coilovers are installed.
2. Install the Bumpstop
 - a. The flat side of the Bumpstop must be flush with the top of the shock.
 - b. **CUTTING OR MODIFYING THE BUMPSTOP WILL VOID THE WARRANTY**
3. Install the Lock Rings.
 - a. The first Lock Ring must be tightened flush to the top of the Base Cylinder
4. Install the Spring Seat
5. Install the Dustboot
6. Install the Teflon Spring Pad on top of the Spring Seat
7. Install the 0700.250.010S Spring
8. Install the Rubber Spring Pad
9. Install (1) Washer
10. Assemble the Top Mount
 - a. Install the Polyurethane Bushings
 - i. The chamfered side facing the center of the Top Mount
 - b. Install the Metal Bushing
11. Install the Top Mount Assembly
12. Install (1) Washer
13. Install the Self-Locking Nut
 - a. Follow factory specifications for proper torque specifications
 - b. **DO NOT USE AN IMPACT GUN TO TIGHTEN NUT**
14. Install the Adjustment Knob
15. Tighten the Spring Seat until the spring is snug against the Top Mount.
 - a. Tighten the Spring Seat Lock Ring against the Spring Seat.

Rear Coilover Assembly

1. Install the Base Cylinder onto the Rear Shock
 - a. The hole in the side of the Base Cylinder indicates the minimum thread. Do not raise the vehicle beyond this point
 - b. Do not adjust height until all coilovers are installed
2. Install the Bumpstop
 - a. The flat side of the Bumpstop must be flush with the top of the shock.
 - b. **CUTTING OR MODIFYING THE BUMPSTOP WILL VOID THE WARRANTY**
3. Install the Lock Rings.
 - a. The first Lock Ring must be tightened flush to the top of the Base Cylinder
4. Install the Spring Seat
5. Install the Dustboot
6. Install the Teflon Spring Pad on top of the Spring Seat
7. Install the 0600.250.010S Spring
8. Install the Rubber Spring Pad
9. Install (1) Washer
10. Assemble the Top Mount
 - a. Install the Polyurethane Bushings
 - i. The chamfered side facing the center of the Top Mount
 - b. Install the Metal Bushing
11. Install the Top Mount Assembly
12. Install (1) Washer
13. Install the Self-Locking Nut
 - a. Follow factory specifications for proper torque specifications
 - b. **DO NOT USE AN IMPACT GUN TO TIGHTEN NUT**
14. Install the Adjustment Knob
15. Tighten the Spring Seat until the spring is snug against the Top Mount.
 - a. Tighten the Spring Seat Lock Ring against the Spring Seat.

Installation

**NOTE: Make sure the vehicle is securely supported by a vehicle lift or jack stands.
Failure to do so may cause serious injury and/or death.**

Front Coilover

1. Refer to the Factory Service Manual for removal
2. Install the Front Coilover Assembly.
3. Install the Shock Top Mount nuts.
 - a. Leave them loose until the entire assembly is installed.
 - b. A Strut Tower bar may be installed at this time
4. Install the Wishbone onto the Front Coilover Assembly.
 - a. Tighten the clamp bolt to factory specifications
5. Install the Wishbone to the Lower Control Arm.
 - a. Tighten the bolt to factory specifications
6. Re-install all brake lines and ABS Sensor bracket
 - a. Adjust the Base Cylinder if necessary
 - b. Tighten all bolts to factory specifications.
7. Tighten the Shock Mount nuts to factory specifications

Rear Coilover

1. Refer to the Factory Service Manual for removal
2. Install the Rear Coilover Assembly.
3. Install the Shock Top Mount nuts.
 - a. Leave them loose until the entire assembly is installed.
 - b. A Strut Tower bar may be installed at this time
4. Install the Base Cylinder fork onto the Lower Control Arm
 - a. **For EK: Use the provided spacers between the interior of the fork and lower control arm.**
 - b. Tighten to factory specifications
5. Tighten the Shock Mount nuts to factory specifications.