



INSTALLATION INSTRUCTIONS

P/N: C9300

HONDA/ACURA TRACTION SYSTEM

This system is a bolt-on package that is designed to enhance traction by eliminating wheel hop and promoting weight transfer to the front wheels. Installation of this product requires the permanent removal of the factory plastic splash pan located just behind the radiator support. No other modifications are required for installation.

PARTS LIST

- | | |
|----------------------------|----------------------------|
| 1) Crossmember Assembly | 2) Radius Rod |
| 1) Crossmember Support, LH | 1) Crossmember Support, RH |
| 2) Link Bracket | 2) 1/2" Rod End, LH |
| 2) 1/2" Rod End, RH | 4) 3/8-24 Locknut |
| 4) 3/8"-24 x 1" Bolt | 4) 1/2"-20 x 2" Bolt |
| 2) 1/2"-20 x 4" Bolt | 2) 1/2"-20 Locknut |
| 2) 1/2"-20 Jam Nut, RH | 2) 1/2"-20 Jam Nut, LH |
| 2) 1/2" i.d. Washer | 4) 1/2"-20 Thin Locknut |

INSTALLATION

1. Raise and support the front of the vehicle.
2. Remove the front wheels and the splash pan under the radiator. Discard splash pan, it will not be reused.
3. Remove both shipping hooks located on the front frame rails by unbolting (3) 10mm bolts holding each bracket. Save the bolts for re-installation.
4. Slide the crossmember assembly into place so that the end brackets on the crossmember align with the holes where the shipping hooks mounted. Re-install the (3) 10mm bolts through the end brackets finger tight.
5. Remove the forward most bolt from the driver's side front engine anti-rotation mount located on the bottom of the front frame rail. Save the bolt. Loosen the rear bolt (2) turns.
6. Slip the end of the long crossmember support (the end with one hole) between the anti-rotation mount and the frame rail. Replace the front bolt finger tight. Swing the opposite end of the support down to the bracket on the crossmember assembly. Insert (2) of the supplied 3/8"-24 x 1" bolts through the support bracket and crossmember bracket. Hold in place using the supplied 3/8"-24 locknuts finger tight. Repeat for the passenger side crossmember support.
7. Tighten all bolts to 40 ft-lbs.
8. Locate the (2) bolts that hold the factory lower suspension arm together. Remove the outermost nut from the bolt. Remove the bolt from the arm by driving it rearward with a hammer. One or two sharp blows with a hammer should remove the bolt from the factory press fit.

**For Technical Assistance, call Competition Engineering's Tech Line at
(203) 458-0542, 8:30am-5:00pm Eastern Time**

COMPETITION ENGINEERING

80 Carter Drive • P.O. Box 1470 • Guilford, CT 06437

Phone: (203) 453-5200 • Fax: (203) 453-6906

Visit Us At www.competitionengineering.com

9. Install one of the supplied 1/2"-20 x 4" bolts and a flat washer through the center hole in the gold link bracket. Insert the bolt, with link bracket, through the mounting hole in the suspension arm from the front side. Use the supplied 1/2" locknut to secure the bolt. Tighten the bolt to 70 ft-lbs. Make sure that the ears of the link bracket are positioned level with the suspension arm.
10. Repeat the above process for the other side of the suspension.

Radius Rod Assembly

1. Assemble the jam nuts on all rod ends so that at least (1) inch of rod end threads will engage the strut rod threaded ends. Apply anti-sieze compound to the threads of the rod ends before installing them into the tubes. Thread all rod ends into the strut rod tubes until the jam nuts seat against the tube ends.
2. Install the radius rod assembly into the clevis bracket on the suspension arm. Secure it in place with the supplied 1/2"-20 x 2" bolt and thin locknut. Torque to 70 ft/lbs.
3. Swing the front of the radius rod so it aligns with the center hole on the crossmember assembly. Adjust the length of the tube so that the mounting bolt slides easily through both the brackets and rod end. Fasten in place with the supplied 1/2"-20 x 2" bolt and locknut. Finger tighten only at this time.
4. Re-install the wheels and lower the vehicle to the ground.

Adjustment

1. With the wheels pointing straight ahead, roll the vehicle back and forth about (5) feet in either direction. This will settle the suspension and make for accurate adjustment.
2. With the strut rod jam nuts loosened, adjust the strut rod length by turning until the front bolt slides back and forth freely or you can turn the bolt with your fingers. Tighten the jam nuts. Torque the bolt to 70 ft/lbs.
3. Repeat this adjustment procedure for the opposite side.
4. Depending on the ride height of the vehicle, different angles of the strut rod may produce different levels of performance. Trying a different position in the front bracket may produce better 60 ft-times. BOTH strut rods should be set in the same hole location for proper handling.

C9300INST
REV A
(060100)

