

Thank you for purchasing the Comptech Non-Adjustable Sway/Tie Bar for the Acura RSX or Honda Civic. All components have been designed and manufactured utilizing the latest in technology and materials. We recommend using the factory service manual to supplement these installation tips. This manual will provide more detailed information on removal, installation, and/or torque specifications of any parts not covered here. Remember to always use jackstands to support the vehicle when a car lift is not available. Always work in a clean environment and use the appropriate safety equipment to avoid any potential damage or injuries.

### Parts List:

- |                              |                                 |
|------------------------------|---------------------------------|
| 1 – Comptech Sway Bar        | 2 – Bushings                    |
| 1 – Main Billet Tie Bar      | 2 – Flange Bolts: 8 mm X 50     |
| 2 – Billet Sway Bar Brackets | 2 – Flange Bolts: 8 mm X 35     |
| 4 – Cupped Aluminum Washers  | 2 – Allen Head Bolts: 8 mm X 20 |



**IMPORTANT:** Before beginning installation, verify that all parts are included in the kit. Report any shortages or damaged parts immediately.

### Tools Suggested:

17 mm socket  
14 mm socket  
12 mm socket  
Ratchet Handle

5 mm allen wrench  
6 mm allen wrench  
14 mm wrench

### STEP #1— Unbolting Factory Components

- Remove (2) 14mm end link nuts and disconnect end links from factory bar. Remove the factory swaybar & brackets.
- Start by removing the (4) 12mm factory bolts on the sway bar mount.
- Remove (2) 17mm Lower Control Arm bolts at the chassis pivot points.
- You may need to remove the (2) lower Shock bolts for ease of reinstallation of the LCA bolts later on.



## STEP #2

- **Clean Chassis:** Remove any factory undercoating (black tar) from the area where the Tie Bar will mount against the chassis.
- **Mounting Main Tie Bar Brace:** Align Main Tie Bar on chassis with the LCA bolt holes. While lining up the holes with the LCA, reinsert (17mm) LCA bolts (this may require supporting or lifting the wheel to properly position the Lower Control Arms).
- **Prepare new Sway/Tie Bar:** Install Bushings onto Sway Bar.



## STEP #3

- **Reinstalling End Link Bolts:** Align the factory end links with the sway bar mount holes and reinstall the 14mm nuts on both ends of the sway bar (torque to 28ft-lbs).
- **Sway Bar Bracket Mounts:** Place new bar on top of Tie Bar Brace. Align Sway Bar Bracket Mounts with sway bar bushings and the Main Tie Bar (make sure the "ball" portion of the mount is at the top). Line up holes and start bolts by hand, starting with the (2) allen head bolts at the bottom, to hold the brackets in place.
- **Aligning Cupped Washers & Mount:** Supplied are (4) cupped aluminum washers. Place a drop of motor oil on the cupped surface of all these washers, to allow them to pivot on the "ball" portion of the mount. Take the longer of the two supplied 8 mm bolts and align with the top mount hole with one cupped washer on front and back of both "ball" sections at the top. Finger tighten these 8 mm bolts, but do not make them tight. The Ball and Cup design will allow for differences in production of the factory chassis angles. **Make sure the washers are aligned on the center of the ball section.** See Diagram →
- **Tightening the Mount Brackets:** Snug the shorter 8 mm bolt first, then snug the top long 8 mm bolt with the cupped washers. Finally snug the allen head bolt at the bottom (make sure the bracket is tightened flush with the main tie bar brace & the cupped washers are centered). Torque the 8 mm bolts and allen head screws to 16ft-lbs.
- **Tighten & recheck everything:** Tighten the 17mm LCA bolts (torque to 43ft-lbs), all the mount bolts on the tie bar brace. Also reinstall the lower shock bolts (you will need to have some one else pull down on the wheel to get the bolt to line up with the hole). Torque the shock bolts to 45ft-lbs.
- **Clean all parts:** Wipe down the brace and sway bar, check all connections, and lower the vehicle.

