



Installation Instructions for 93026 Ingalls Stiffy™ Engine Torque Damper For 2002-2005 Honda Civic Base Models

The **Stiffy™ Adjustable Engine Torque Damper** is engineered to reduce deflection under hard acceleration and cornering for improved performance and power to weight transfer. Deflection in the motor mounts, as with the chassis and suspension, is a formidable enemy in power and weight transfer, robbing valuable horsepower and control. The innovative, built-in damper eliminates the huge amounts of “torque shock” that result from wheel-hop and once installed; transfers more power to the road and improves acceleration, shifting, overall control and balance. The adjustable feature allows the assembly to be tuned and pre-loaded for racing and street applications.

CAUTION: Observe proper safety and repair procedures for installation of all chassis parts. Some chassis parts require specialized tools and experience and therefore **MUST** be installed by a qualified technician otherwise an unsafe vehicle and/or personal injury could result. Wear safety glasses and other protection.

WARNING: Before beginning, check for any damaged or loose suspension connections. Loose connections here indicate worn or broken parts which **MUST BE REPLACED**. Failure to replace a damaged or worn spindle and/or link may cause the wheel to separate from the vehicle, possibly resulting in serious personal injury. Installer **MUST** check for proper clearance. Modification(s) may be required. Please proceed **ONLY** if the vehicle owner is completely aware of these potential suspension modifications.

Estimated Installation Time: One Hour

Technical Rating: Easy

Kit Includes:

- (1) Stiffy™ Engine Torque Damper
- (1) Engine Mounting Bracket
- (1) Chassis Mounting Bracket
- (1) Hardware Kit

Tools Required:

- Metric and/or SAE Socket Set
- Metric and/or SAE Open/Closed Wrench Set
- Metric and/or SAE Hex/Allen Wrench Set
- Floor Jack and Jack Stands

Installation:

1. Remove the two 12mm strut mount nuts on top of the strut tower (refer to **Illustration 1**). Install the Chassis Mounting Bracket onto the upper strut tower as shown in **Illustration 1** and secure bracket using the OEM nuts removed in step 1 of these instructions.
2. Locate the driver's side OEM engine mount and **remove only one of the two 14mm engine mount nuts** (leave one nut in place). Install one supplied 14mm washer (larger washers) onto the engine mount stud and secure with one supplied 14mm (silver/non-locking) nut on the mount as shown in **Illustration 2**. Repeat the process for the second stud and once the mount is secure (both studs), place one additional washer on top of each nut as shown in **Illustration 2**. Fit the Engine Mounting Bracket onto the engine mount studs and secure bracket using the supplied 14mm nylon locking nuts. **Note:** One washer is used between the bracket and the nylon locking nut on only one of the studs, while the other stud does not have a washer between the nut and the bracket.
3. Install Stiffy™ onto the Chassis Mount Bracket and Engine Mount Bracket using the supplied hardware. You may need to loosen the jam nut with an open-end wrench and adjustable wrench to increase the assembly length depending upon application. The supplied 15mm bolt should go through the engine side of the bracket, and the Stiffy™ should mount on the chassis side of the bracket. The supplied rubber o-ring is placed between the Stiffy™ rod end and the supplied washer (smaller washers), which mounts against the bracket as shown in **Illustration 3**. The Stiffy™ nuts are black in color, where all other supplied nuts are silver in color. The Stiffy™ adjustment dials should be facing toward the Engine Mounting Bracket. **Note:** Install bolts with bolt head on the rod end side of the assembly and the locking nut (black in color) on the bracket side of the assembly. Refer to illustration 3 for proper assembly of the mounting hardware. The nut and bolt can be swapped with the nut against the bracket or rod-end depending upon application, but the washer and o-ring placement should not be changed.



Illustration 1



Illustration 2



Illustration 2b



Illustration 3

Note: Proper use and fitment of the rubber O-ring helps dampen additional road noise or road “feel” that can be transferred through the damper assembly. The o-ring should be used between the Stiffy™ rod end and washer for optimal noise dampening. Dynamat or other dampening materials as used in the aftermarket stereo and in-cat electronics industries can also be used to provide further noise and vibration dampening.

Note: Do not attempt to adjust Stiffy™ from its pre-set stiffness without consulting the Ingalls website. Large open-end wrenches are required to adjust stiffness. Most standard and mechanics tool kits do not include these types of wrenches.

Limited Warranty

Subject to Disclaimer. All Ingalls products are warranted against defects in materials and workmanship for ninety (90) days from date of purchase. During the warranty period, Ingalls will repair, or at its option replace at no charge, components that prove to be defective. The product must be returned, shipping prepaid, to Ingalls facility. This limited warranty does not apply if the product is damaged by accident or misuse. The foregoing warranty is in lieu of all other warranties expressed or implied including but not limited to any implied warranty of merchantability, fitness, or adequacy for any particular purpose or use. Ingalls shall not be liable for any special, incidental or consequential damages whether in contract, tort, or otherwise resulting from the use or the inability to use the product.

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The Stiffy™ Engine Torque Damper



For more information on adjusting the Stiffy™ for your specific application, please visit www.ingallseng.com and click on the Stiffy™ page.