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INSTALLATION INSTRUCTIONS COMPETITION SERIES COILOVER SUSPENSION SYSTEM For CIVIC, INTEGRA

NOTE: Progress Technology products should only be installed by a qualified licensed mechanic experienced in the installation and removal of suspension components. Please read instructions from start to finish and verify the parts in the parts list before beginning installation.

4/17/02 – Please note the new appearance of our Competition Series Coilovers. These units may appear different than those you have seen advertised. Our new design features a fine pitch threaded steel outer can for finer ride height adjustment, an easier to use lower spring perch design and locking mechanism, and a highly sophisticated deflective disc valving design.

NOTE: These components are designed for **competition use**, and allow for suspension height adjustment from approximately 1.00" to 2.50" lower than stock height. Please note that knowledge in race preparation is necessary in order to obtain maximum performance for your specific application, and certain modifications may be required to insure proper function. **Since these units have shorter compressed lengths than stock, tire clearance and linkage travel may need to be examined.** These units are fully rebuildable and revalvable. The spring rates and damping levels in this system are significantly firmer than those used in normal street applications. Alternative rate springs are available, and changes in valving are recommended with any changes in spring rate. These units are legal for use in the following SCCA Club Racing classes: Production and GT, and in the SCCA Solo classes: ST, STR, SM, Street Prepared, Prepared, and Modified. Please contact The Progress Group, Inc. at 714 630-9017 for specific information regarding alternate spring rates and rebuilding/revalving issues.

1. Park vehicle on a smooth, level concrete or asphalt surface. Set the parking brake and block the rear wheels. Raise the front of the vehicle using a floor jack, and support the frame with jackstands. Remove front wheels and tires. Remove the bolts holding the front brake lines to the strut housing, and note the manner in which the brake lines are routed. Remove the factory pinch bolt from the lower mounting fork, then remove the lower mounting bolt from the shock mounting fork. Remove the fork from the lower end of the shock.

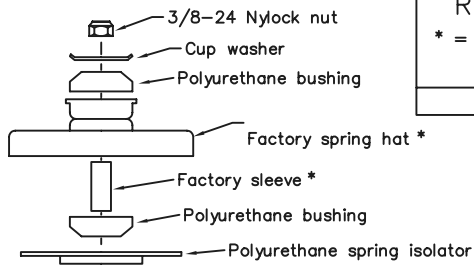
2. Remove the upper spring hat mounting bolts from under the hood. **DO NOT** remove the nut from the center shock absorber stud at this time. Remove the spring/shock assembly from the vehicle.
3. Using a McPherson strut type coil spring compressor, compress the spring far enough to allow the factory spring hat to rotate freely. Carefully remove the center nut from the spring hat and remove the spring hat from the shock. Carefully release the spring tension and remove the compressor.
4. Remove the factory cup washer, bushings and sleeve from the center of the upper spring hat, and retain the sleeve. Remove the factory spring isolator from the spring hat. **You will be using only the factory spring hat and factory sleeve from the old assembly.**
5. Insert the 1/4-20 socket head clamp bolt ball into the spring collar as shown, install the spring collar over the top of the strut, and thread it down the strut body, near the bottom 1/3 of the threads. Install it with the spring locator up, as shown in the illustration. Install the polyurethane bumpstop onto the shock rod as shown.
6. Next, assemble the springs (they are marked "Front" and "Rear"), polyurethane bushings, sleeve, cup washers, polyurethane isolator, and factory spring hat as shown in the illustration. Tighten the 3/8-24 nylock nut firmly. Raise the lower spring collar up to the spring, until the spring has approximately 1/8" free play between the upper and lower perches, then thread upward (*tighten*) the lower perch 8 to 10 full turns to load the spring.
7. Install the coilover assembly back into the vehicle. Install the new brake line bracket onto the factory pinch bolt as shown, and tighten securely. Route the brake line as originally noted, and use the M8 x 1.25 bolt, nut, and washers as shown to retain the brake line.
8. Repeat installation on the other side. Replace the wheels and lower the vehicle to the ground.
9. Place manual transmission in 1st gear, or auto transmission in park. Block front wheels. Raise rear of vehicle with a floor jack, and support the frame with jackstands. Remove rear wheels. Remove lower shock mounting bolt. Remove upper spring perch mounting bolts. **DO NOT** remove the nut from the center shock absorber stud at this time. Remove the spring/shock assembly from the vehicle.
10. Using a McPherson strut type coil spring compressor, compress the spring far enough to allow the factory spring hat to rotate freely. Carefully remove the center nut from the spring hat and remove the spring hat from the shock. Carefully release the spring tension and remove the compressor.

11. Remove the factory cup washer, bushings and sleeve from the center of the upper spring hat, and retain the sleeve. Remove the factory spring isolator from the spring hat. **You will be using only the factory spring hat and factory sleeve from the old assembly.**
12. Install the spring collar over the top of the strut, and thread it down the strut body, near the bottom of the threads. Install it with the spring locator up, as shown in the illustration. Install the polyurethane bumpstop as shown.
13. Assemble the polyurethane bushings, sleeve, cup washers, polyurethane isolator, and factory spring hat as shown in the illustration. Tighten the 3/8-24 nylock nut firmly
14. Raise the lower spring collar up to the spring, until the spring has approximately 1/8" free play between the upper and lower perches, then thread upward (*tighten*) the lower perch 8 to 10 full turns to load the spring.
15. Install the rear clevis arms using the M8 x 60mm bolts, nuts, and washers provided. Tighten bolts to 15 – 20 ft.-lbs. Install the rear coilover assembly into the vehicle, using the M10 X 80mm bolts for the lower mounts. Repeat installation on other side of vehicle. Install wheels and tires, and lower vehicle to the ground.
16. Roll the vehicle back and forth several times to settle the suspension. Measure from the center of each wheel straight up to the fender lip at all four corners. You are now ready to set your ride heights.
17. Determine the desired ride heights. Note that each full turn of the lower spring collar will result in approximately 1/16" of ride height change. Ride height may be changed at each corner by raising the vehicle, removing the wheel, loosening the spring collar clamp bolt, and turning the spring collar. Remember to tighten the clamping bolt hand tight after each adjustment. Before making future adjustments, clean the threads of the shock, and apply a small amount of a light lubricant (such as WD-40) to make adjusting easier.

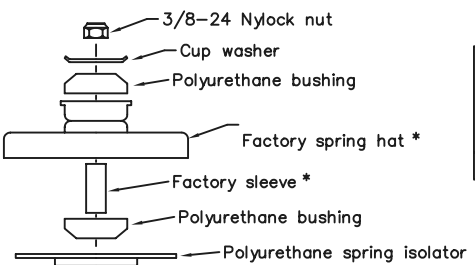
YOUR INSTALLATION IS NOW COMPLETE.

Note that wheel alignment must be checked after each change in ride height in order to maximize tire life and suspension performance.

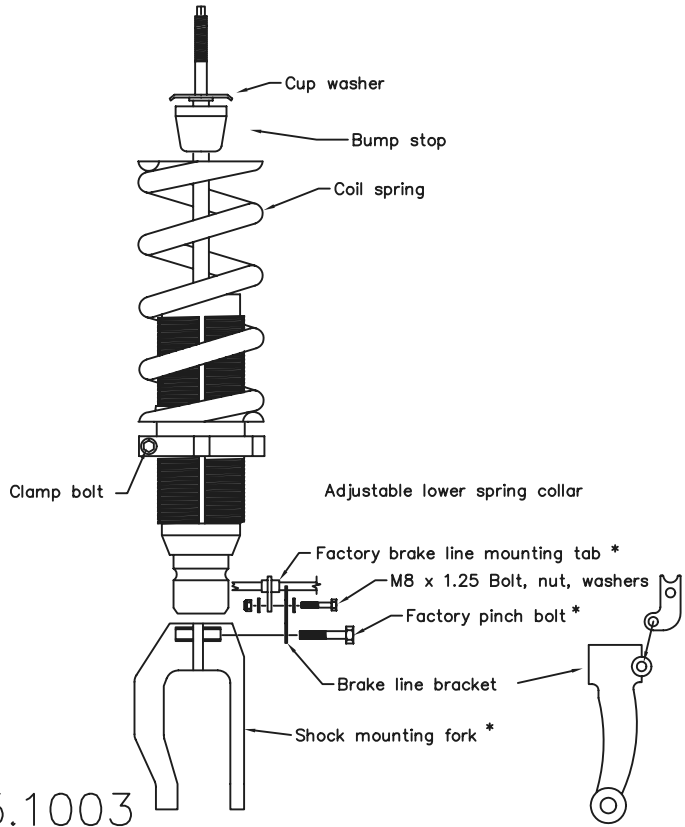
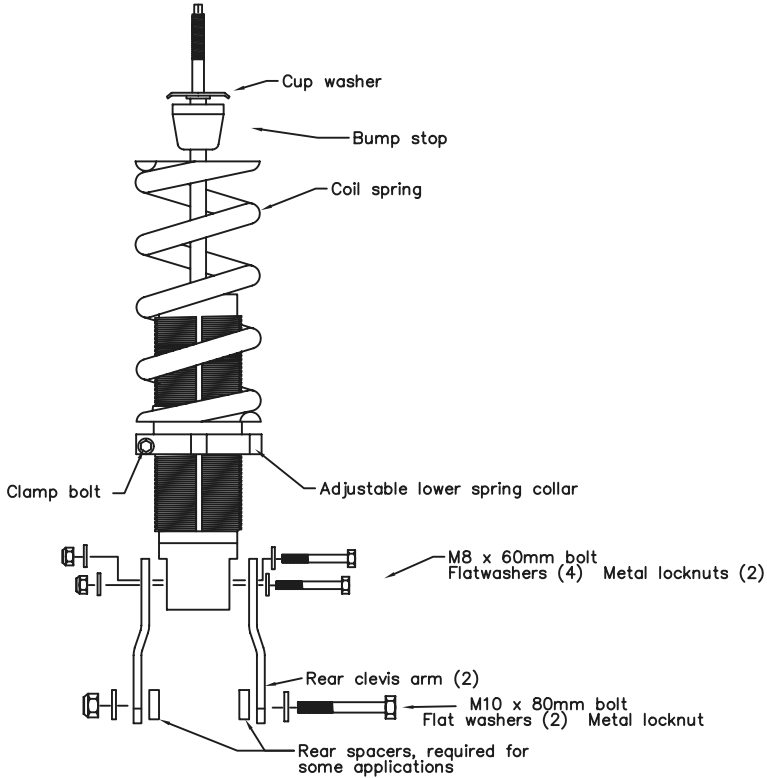
Thank You for choosing PROGRESS Technology products.



REAR ASSEMBLY
 * = Re-use factory part
 4/17/02



FRONT ASSEMBLY
 * = Re-use factory part
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