The Progress Group
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INSTALLATION INSTRUCTIONS

COMPETITION SERIES COILOVER SUSPENSION SYSTEM

Nissan Sentra

NOTE: These components are designed for **competition use**, and allow for suspension height adjustment 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, and different diameter bodies, wheel and tire clearance and linkage travel may need to be examined. These units may not fit with certain wheels and tires. Special offsets or wheel spacers may be required to fit these units depending upon wheel width and diameter. Consult a knowledgeable wheel and tire specialist to determine your requirements.** These units are fully rebuildable and revalveable. 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. Please contact The Progress Group, Inc. at 714-630-9017 for specific information regarding alternate spring rates and rebuilding/revalving issues.

READ THESE INSTRUCTIONS COMPLETELY BEFORE STARTING YOUR INSTALLATION

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 brake line and/or ABS lines from the strut bodies. Loosen the two large spindle bolts and nuts that hold the strut to the spindle (steering knuckle), but do not remove at this time. Remove the three nuts that hold the upper strut mount in the body (located under the hood). Remove the two large spindle bolts, noting the special bolt configurations, and remove the strut assembly being very careful not to damage the CV boot.

2. Using a McPherson strut type coil spring compressor, compress the spring far enough to relieve the pressure on the upper strut mount. Carefully remove the center nut and washer from the

upper strut mount, and remove the upper strut bearing and spring hat. Carefully release the spring tension and remove the strut and spring from the compressor.

3. Install the spring collar over the top of the Progress front strut (the front struts are the shorter units), and thread it down the strut body, near the middle of the threads. Install it with the spring locator up, as shown in the illustration. If the spring collar is tight, you may wedge a small screwdriver into the slot to ease assembly. Loosely install the socket head clamp bolt into the spring collar, but do not tighten at this time.

4. Install the spring bumpstop/isolators into the coil springs as shown by threading them into one end of each coil spring. Note fronts and rears. Next, assemble the front springs (they are marked "Front" and "Rear") onto the front struts as shown. Install the bearing adapter plate as shown in diagram page. Use factory strut mount/bearing, discard upper spring perch. "D" shaped shock hole in the upper bearing must me made round to fit new strut and tighten as shown. Or use adapter spacers and bump stop (Camber Plates), 12 mm flatwasher, and 12mm locknut (provided) as shown. Tighten the locknut securely.

5. Adjust the lower spring collar so that the coil spring maintains slight pressure on the perch/adapter/bearing assembly**.**

6. Install the coilover assembly back into the vehicle. Replace the three upper mounting nuts at this time. Torque all fasteners to factory specifications. Re-fasten all brake lines and/or ABS lines.

7. Repeat installation on the other side. Replace the wheels and lower the vehicle to the ground.

8. 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 brake and/or ABS lines. Loosen the two large spindle bolts and nuts that hold the strut to the spindle (knuckle), but do not remove at this time. Remove the three nuts that hold the upper strut mount in the body. Remove the two large spindle bolts, and remove the strut assembly.

9. 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. Loosely install the socket head clamp bolt into the spring collar, but do not tighten at this time.

10. Install the spring bumpstop/isolators into the coil springs as shown by threading them into one end of each coil spring. Assemble the new upper spring perches with the bushings and sleeves provided. Next, assemble the rear springs onto the rear struts as shown. Install the washer (provided) onto the rod next, then the new upper strut mount, another washer, and 12mm locknut

(provided) as shown. Tighten the locknut securely. Repeat installation on other side of vehicle. Adjust the lower spring collar so that the coil spring puts some pressure on the upper strut mount.

11. Install the strut back into the vehicle. Re-fasten all brake lines and/or ABS lines.Repeat on the other side. Install wheels and tires, and lower vehicle to the ground.

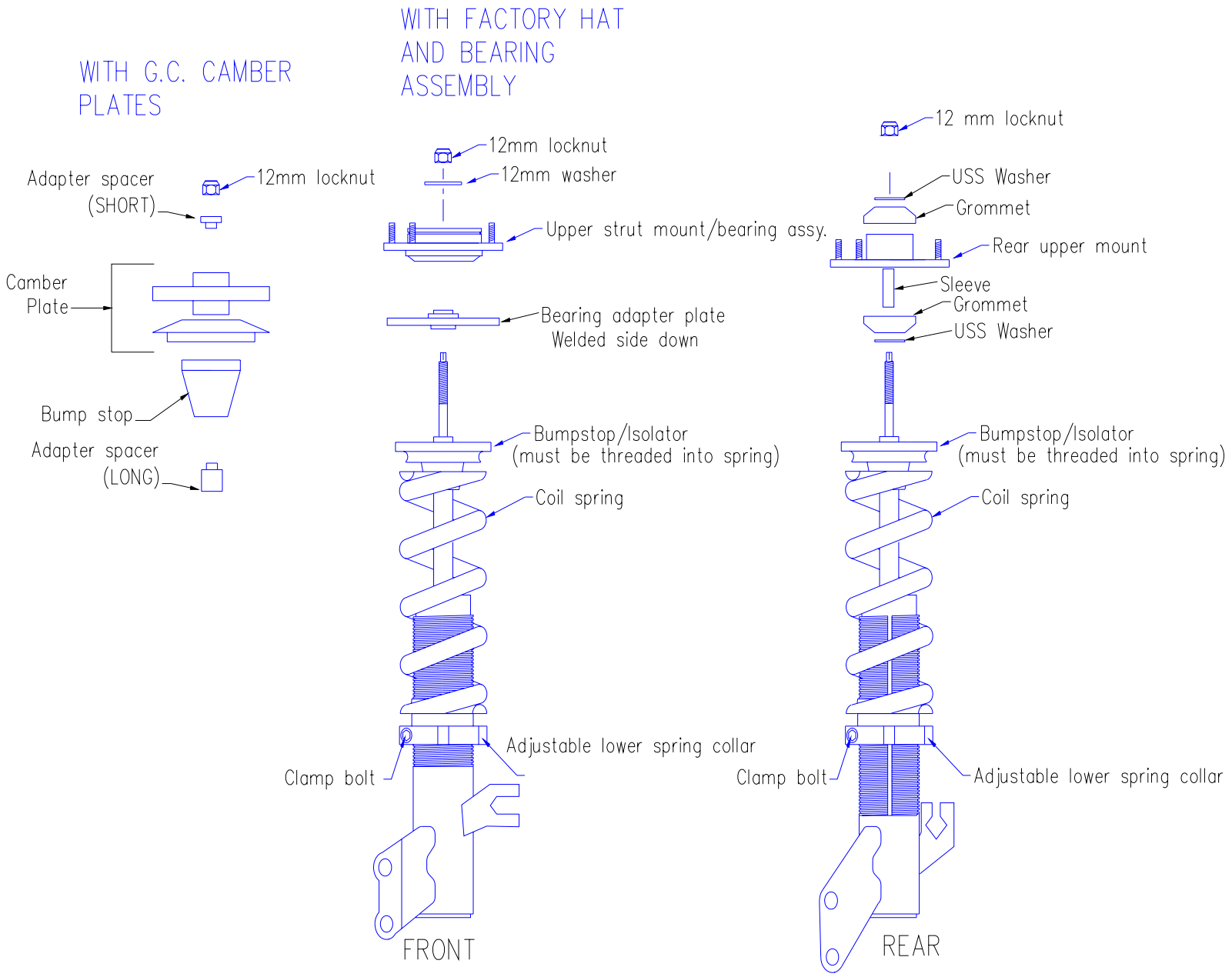
12. Roll the vehicle back and forth several times to settle the suspension. Measure from the center of each wheel straight up to the fender lip at all four corners. You are now ready to set your ride heights.

13. 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, and turning the spring collar with the wrench included in the kit. After achieving the desired ride height at each corner, tighten the clamp bolt snugly by hand. Be sure all four clamp bolts are tight before driving vehicle.

YOUR INSTALLATION IS NOW COMPLETE.

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

Thank You for choosing PROGRESS Technology products.


WITH G.C. CAMBER PLATES
Adapter spacer (SHORT)
12mm locknut
Camber Plate
Bump stop
Adapter spacer (LONG)
WITH FACTORY HAT AND BEARING ASSEMBLY
12mm locknut
12mm washer
Upper strut mount/bearing assy.
Bearing adapter plate Welded side down
Bumpstop/Isolator (must be threaded into spring)
Coil spring
Adjustable lower spring collar
Clamp bolt
FRONT
12 mm locknut
USS Washer
Grommet
Rear upper mount
Sleeve
Grommet
USS Washer
Bumpstop/Isolator (must be threaded into spring)
Coil spring
Clamp bolt
Adjustable lower spring collar
REAR