



TM

INSTALLATION INSTRUCTIONS

Progress Technology Competition Series Coilover System

2001 – 2005 Acura RSX

2001 - 2005 Honda Civic, Civic Si

Revision B (2/19/13)

WHO SHOULD INSTALL THIS PRODUCT?

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.

PRODUCT NOTES:

- These components are designed 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 may be required to fit these units depending upon wheel width and diameter. Consult a knowledgeable wheel and tire specialist to determine your requirements.
- The spring rates and damping levels in this system are significantly firmer than those used in normal street applications.

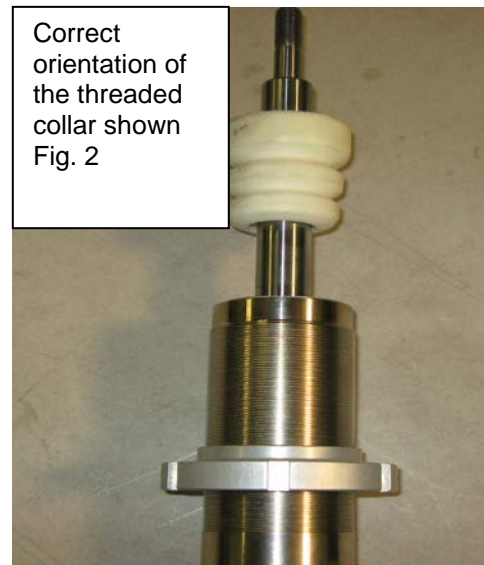
INSTALLATION NOTES:

- Any vehicles with metal upper strut bearings **REQUIRE** the plastic OEM upper strut bearing adapter kit. Honda P/N 51726-S5A-004
- Do **NOT** use an impact gun. This may damage the top threads or may loosen the shock rod inside the housing and cause the rod to come loose. This will **VOID** your warranty!
- **NEVER** grab the chrome shock rod with pliers or any tools. To tighten the top nut, insert an allen key in the hole at the top of the shock rod and use a wrench to tighten. Clamping the shock rod with tools will put nicks in the chrome finish and this will ruin the oil seal. Any markings on the shock rod will VOID your warranty!
- Wheel alignment must be set immediately after installation and after each change in ride height in order to maximize tire life and suspension performance.

Parts List

Description	Quantity	Description	Quantity
Front struts	2	Rear polyurethane sleeve	2
Front upper bearing adapter	2	Rear coil spring	2
Front bumpstop	2	Spring Perch	4
Front coil spring	2	1/4-20 SS SHCS	4
Rear shock	2	M12 x 1.50 Nylock	2
Rear shock hardware bag	2	1/2" SAE Washer	4
Rear upper bearing adapter	2	7/16 USS flat washers	4
Rear threaded sleeve	2	Coil-over adjusting wrench	2

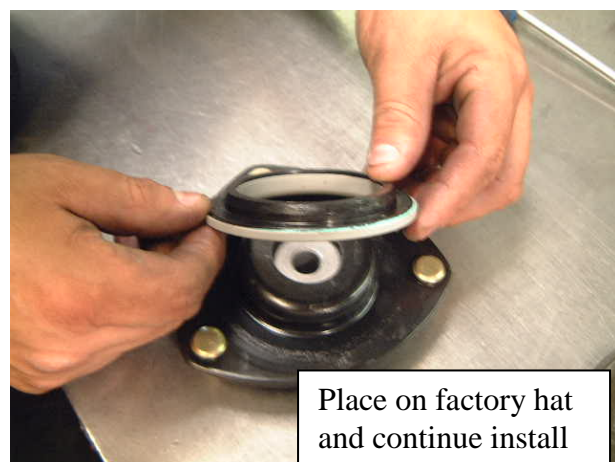
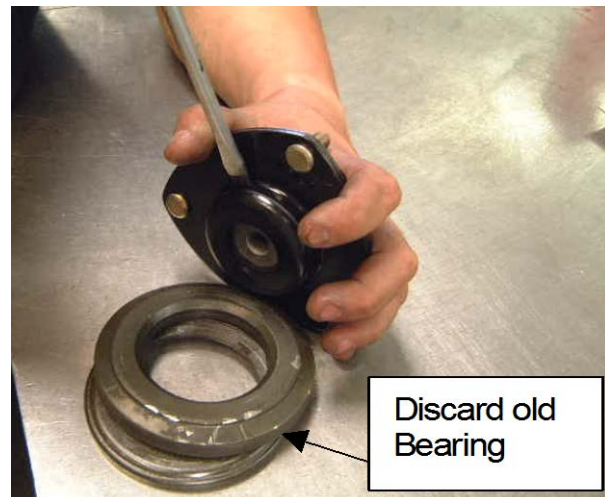
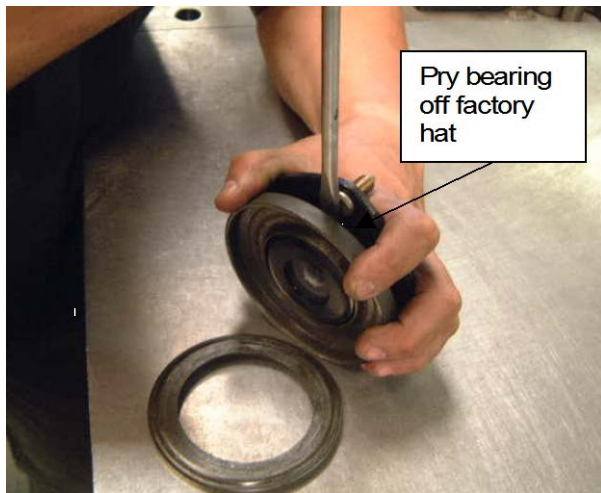
1. Park vehicle on a smooth, level concrete or asphalt surface. Set the parking brake and block the rear wheels. Raise the front of the vehicle using a floor jack, and support the chassis with jackstands. If using a vehicle lift, refer to the owner's manual as to proper locations. Remove the front wheels and tires. Open the hood.
2. Remove the brake lines and/or ABS lines from the strut bodies. Loosen, **but do not remove at this time**, the two large spindle bolts and nuts that hold the strut to the spindle (steering knuckle). Remove the tie-rod end from the steering arm located on the strut housing. Remove the three nuts, (retain them for installation) that hold the upper strut mount in the body (located under the hood).
3. **WARNING: Be very careful not to damage the CV boot or allow the axle to travel out too far and separate from the inner joint.** Properly support the knuckle, remove the two large spindle bolts, and remove the strut assembly.
4. 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 from the upper strut mount, and remove the upper strut bearing and spring hat (Figure 1). Carefully release the spring tension and remove the strut and spring from the compressor.
5. Install the spring collar with the spring locator up (Figure 2), over the top of the Progress front strut (the front struts have the steering arm), and thread it down the strut body, near the middle of the threads. 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.



6. Install the spring bumpstop onto the shock rod, taper end down, by sliding it onto the strut rod. Next, assemble the front spring (350# x 8.75") onto the front strut. Install the 12mm washer, coil adapter, factory **plastic strut bearing**, factory upper strut mount, and 12mm locknut as shown. Tighten the locknut securely.

NOTE: Any vehicle with metal upper strut bearings **REQUIRE** the plastic OEM upper strut bearing. Honda Part Number: 51726-S5A-004

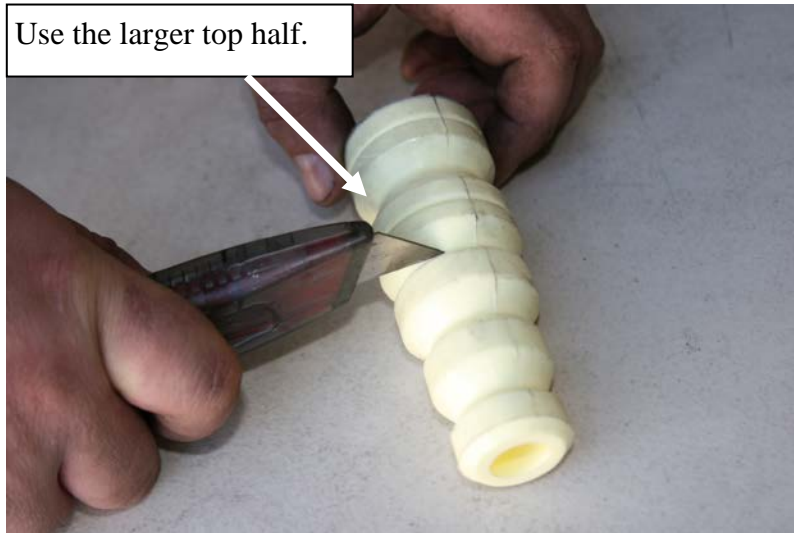
7. Pry the bearing off the hat with a screwdriver or pry bar. The bearing provided fits onto the factory hat. Continue with the rest of the coilover instructions.



8. Adjust the lower spring collar so that the coil spring maintains slight pressure on the perch/adaptor/bearing assembly. Tighten socket head clamp screw.
9. Install the coilover assembly back into the vehicle. Replace the three upper mounting nuts and clevis bolts at this time. Torque all fasteners to factory specifications. Re-fasten all brake lines and/or ABS lines.
10. Repeat installation on the other side. Replace the wheels and lower the vehicle to the ground.
11. 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. If using a vehicle lift, refer to the owner's manual as to the proper locations. Remove rear wheels.
12. Fold down the rear seats, and open the trunk to remove the inner panels from the trunk area to gain access to the upper rear shock mounting nuts. Remove the upper mounting nuts from the inside of the

trunk area, then remove the mounting bolt from the lower eye of the shock, and remove the shock assembly from the vehicle.

- Using a spring compressor, compress the rear shock assembly and remove the upper spring mount from the rear assembly. Retain the factory dust shield, spring isolator, and spring mount. Remove factory rubber on the top and on the inside of the hat. Also discard factory sleeve. Carefully trim the tubular section from the dust shield as shown on diagram page, using heavy scissors or metal shears. Retain the upper part of the dust shield.
- Trim bump stop as shown, and slide the larger top half taper end down onto the rear shock rod.



- Install the spring collar, with spring locator up as shown above, on the threaded sleeve, and thread it down the sleeve, near the bottom of the threads. 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.
- Insert polyurethane sleeve into threaded body, as shown in picture.



17. Use silicone spray on the shock body and slide the threaded sleeve assembly until it bottoms on the welded ring. Assemble the rear shocks as shown in the illustration using the provided bushings, sleeves and hardware.



18. Install the shocks back into the vehicle. The assembled unit will have free play between the spring and the upper mount, and will need to be compressed by installing the upper mount first, and then raising the lower mount into position. Place the 7/16 flatwashers on both sides of the lower mount as shown in the illustration. **Note:** Some Civic applications will not use these washers. Tighten all fasteners to factory specifications.
19. Fasten all brake lines and/or ABS lines. Tighten socket cap screw.
20. Repeat on the other side. Install wheels and tires, and lower vehicle to the ground.
21. 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.
22. 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 socket head clamp bolts on the spring collars are tight before driving.**
- Note: Wheel alignment must be set immediately after installation and after each change in ride height in order to maximize tire life and suspension performance.**

Maintaining Your Coilovers

In order to simplify height adjustment and extend the life of the coil-over finishes, we suggest the following maintenance procedures for your PROGRESS Coil-over system.

A) Occasionally, RINSE the coil-over units with FRESH WATER using the garden hose and a spray nozzle. Spray off the springs and suspension links as well. This will remove caked-on mud, grimy accumulation and salt. It's simple to do during a car wash, after an oil change, or a vehicle service at home.

B) If you are having difficulty ADJUSTING the vehicle HEIGHT, review the use of the two spanners (included) as shown in Figure 6. Also SPRAY a light application of Boeshield T-9 © to lubricate the threaded sleeves and perch nuts. We suggest the use of this excellent dry lubricant/protectant product.

C) PROTECT the coil-over bodies with regular applications of Boeshield T-9 ©. First RINSE OFF any caked-on grime and let the suspension DRY if possible per (A) above. Then apply a liberal coating of Boeshield T-9 © to the strut housings, threaded sleeves and perch nuts. Allow it to DRY without wiping. The fluid will evaporate, leaving a protective layer of paraffin wax coating.

D) More about BOESHIELD T-9 ©

Boeshield T-9 is a lubricant/protectant developed and licensed by BOEING for aircraft, marine, and automotive use. It is readily available at select retail stores and online. Visit www.Boeshield.com to learn more and find a dealer. We suggest the purchase of the 12 oz. aerosol spray can for ease of use and the best value.

NOTE: We do NOT suggest the use of Rust-free © as it is ACIDIC and will affect anodized coatings, paint, plastics and other automotive materials.



**Thank you for choosing Progress products.
For additional product and technical information, visit our website.**

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