INSTALLATION INSTRUCTIONS

Progress Technology Competition Series Coilover System
2006-2011 Honda Civic, Civic Si
No Revision (2/1/2013)

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:

- 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!

Parts List

Description	Quantity	Description	Quantity
Front struts	2	Rear shock hardware kit	2
Top bearing adapter	2	Spring Perch	4
Front bumpstop	2	1/4-20 x 3/4 SS SHCS	4
Front coil spring	2	M12-1.50 Flange Nut	2
Front cam bolt set	1	M12-1.50 Jam Nut	2
Rear Threaded Perch	2	1/2" SAE Washer	2
Rear threaded perch PU isolator	2	Shock Rod Spacer	2
Rear Spring	2	M8-1.25 x 20 HHCS	2
Rear spring isolator (installed)	2	M8-1.25 Nylock Nut	2
Rear shock	2	Coil Over Wrench	1

FRONT 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 chassis with jack stands. 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 plastic panels (left and right) above the struts on the fire wall inside the engine compartment to gain access to the three top hat nuts.

3. 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 three nuts, (retain them for installation) that hold the upper strut mount in the body (located under the hood).

4. **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.

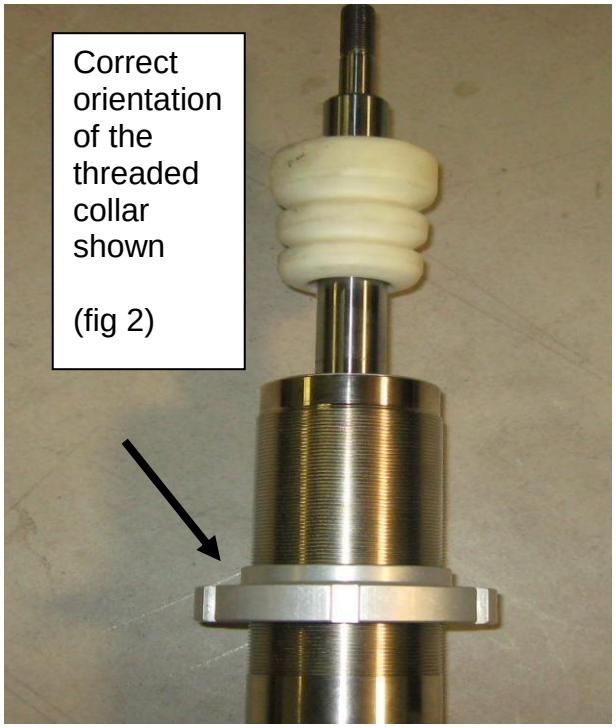
5. Using a McPherson strut type coil spring compressor, compress the spring far enough to relieve the pressure on the upper strut mount. Carefully remove the center nut from the upper strut mount, and remove the upper strut bearing and spring hat. Carefully release the spring tension and remove the strut and spring from the compressor. **You WILL be re-using the upper bearing and hat only. Figure. 1**

6. Install the spring collar with the spring locator up, as shown in figure 2, over the top of the Progress front strut, and thread it down the strut body, 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.

7. Install the bump stop onto the shock rod, tapered end down as shown, by sliding it onto the strut rod. (Figure 2)

8. Next, place the front spring and spacer tube onto the front strut as shown in figure3 .

9. Assemble the OE top hat and coil adapter as shown in figure 4-1,2. Place onto the rod the flat washer then the 12 mm flange nut, tighten the flange nut. Then thread the 12mm jam nut on and tighten. This secures the flange nut in place. (Figure 5)



Assembly of the top Bearing adapter shown:

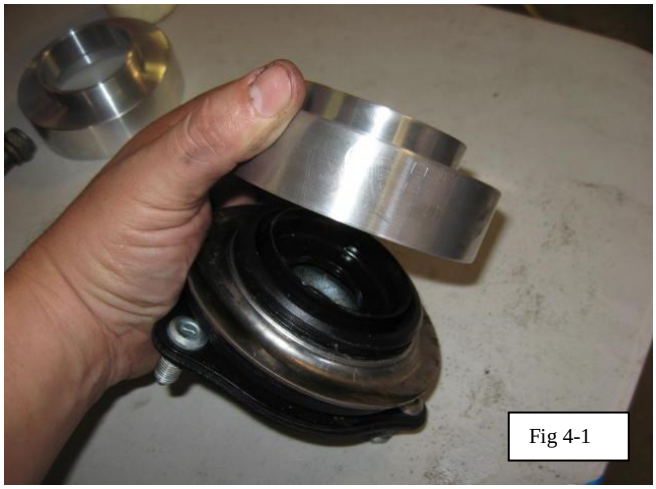


Fig 4-1

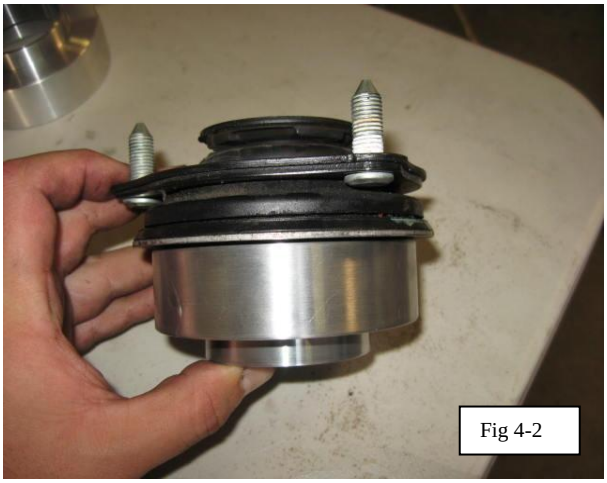


Fig 4-2

Use the flange nut with the jam nut to secure the top hat to the strut.

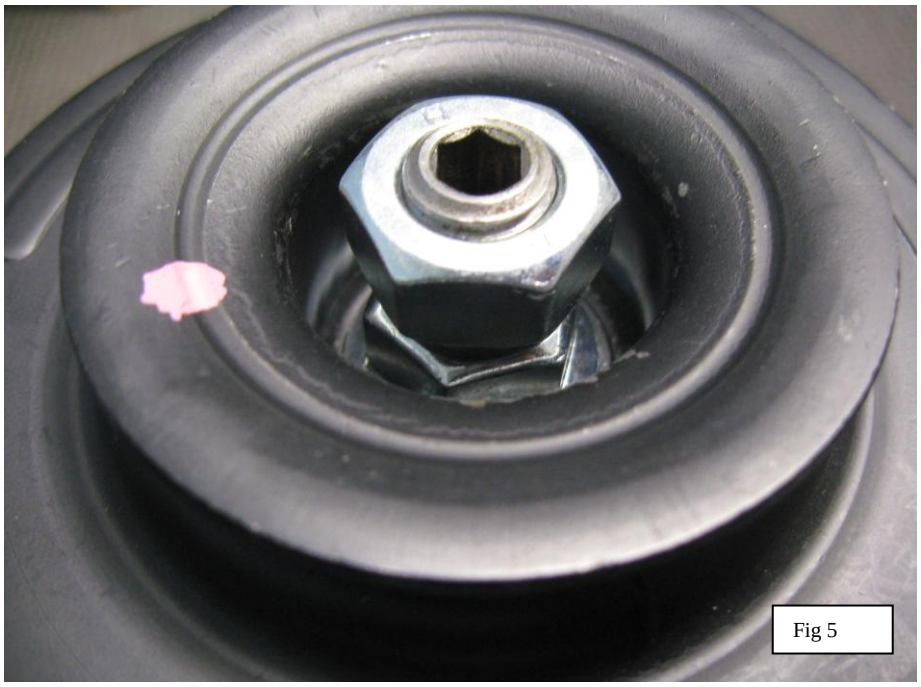
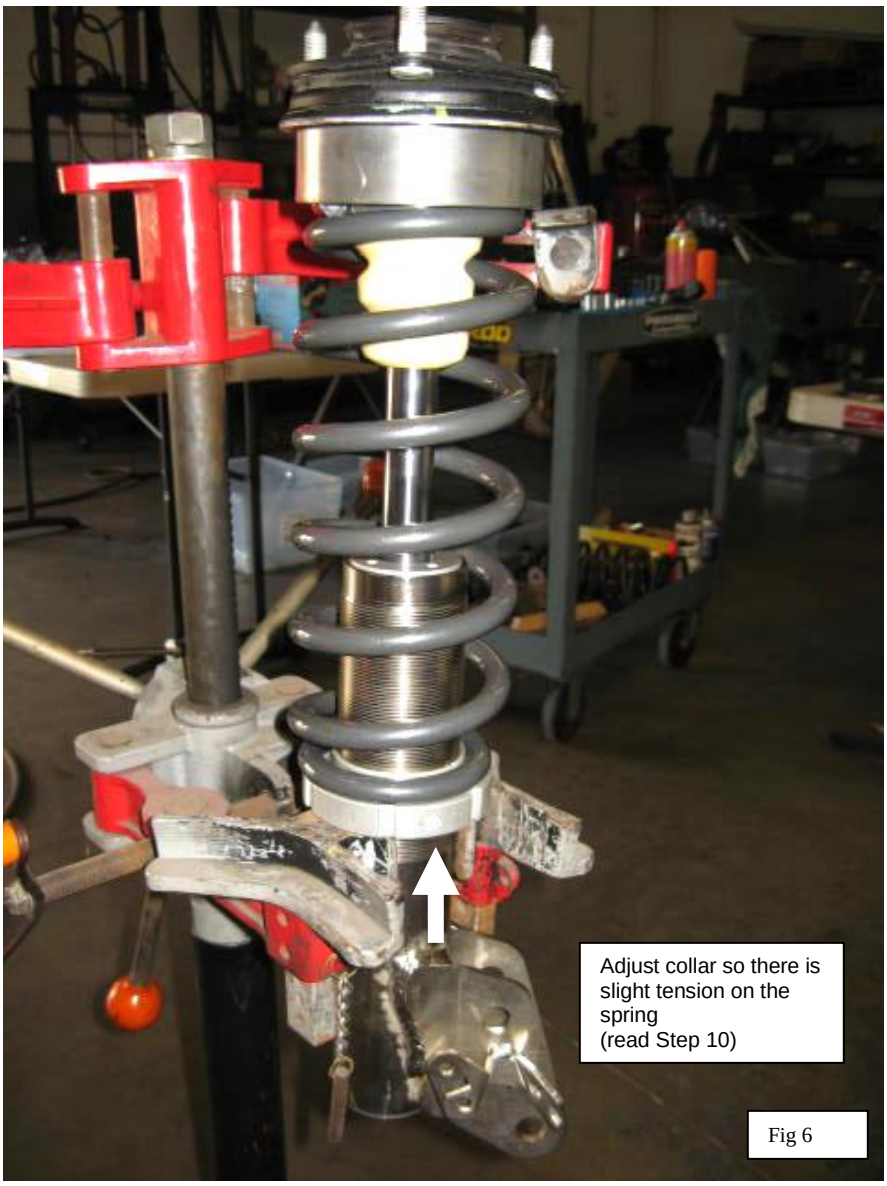


Fig 5



Fully Assembled Strut Shown:
(Ordered from top down)
1.12mm Flange Nut
2.12mm Jam Nut
3. Washer
4. Factory Hat Assembly
5. Spacer Sleeve
6. Bearing Adapter
7. Bump stop
8. Coil Spring
9. Spring Perch (with socket head screw)

10. Adjust the lower spring collar so that the coil spring maintains slight pressure on the perch/adapter/bearing assembly**.** Tighten socket clamp screw. **The suggested starting height is 18 threads from the lowest thread on the housing to the bottom of the spring perch**. Figure 6

11. Install the coilover assembly into the vehicle. Replace the three upper mounting nuts and the plastic panels on the firewall, removed earlier. Use the included cam-bolt in the upper clevis hole and the factory bolt in the lower. This cam bolt will allow up to +/- 1.0 degrees of camber adjustment. Attach the brake line (using hardware provided 8mm bolt and nut) and the ABS wire. Torque all fasteners to factory specifications.

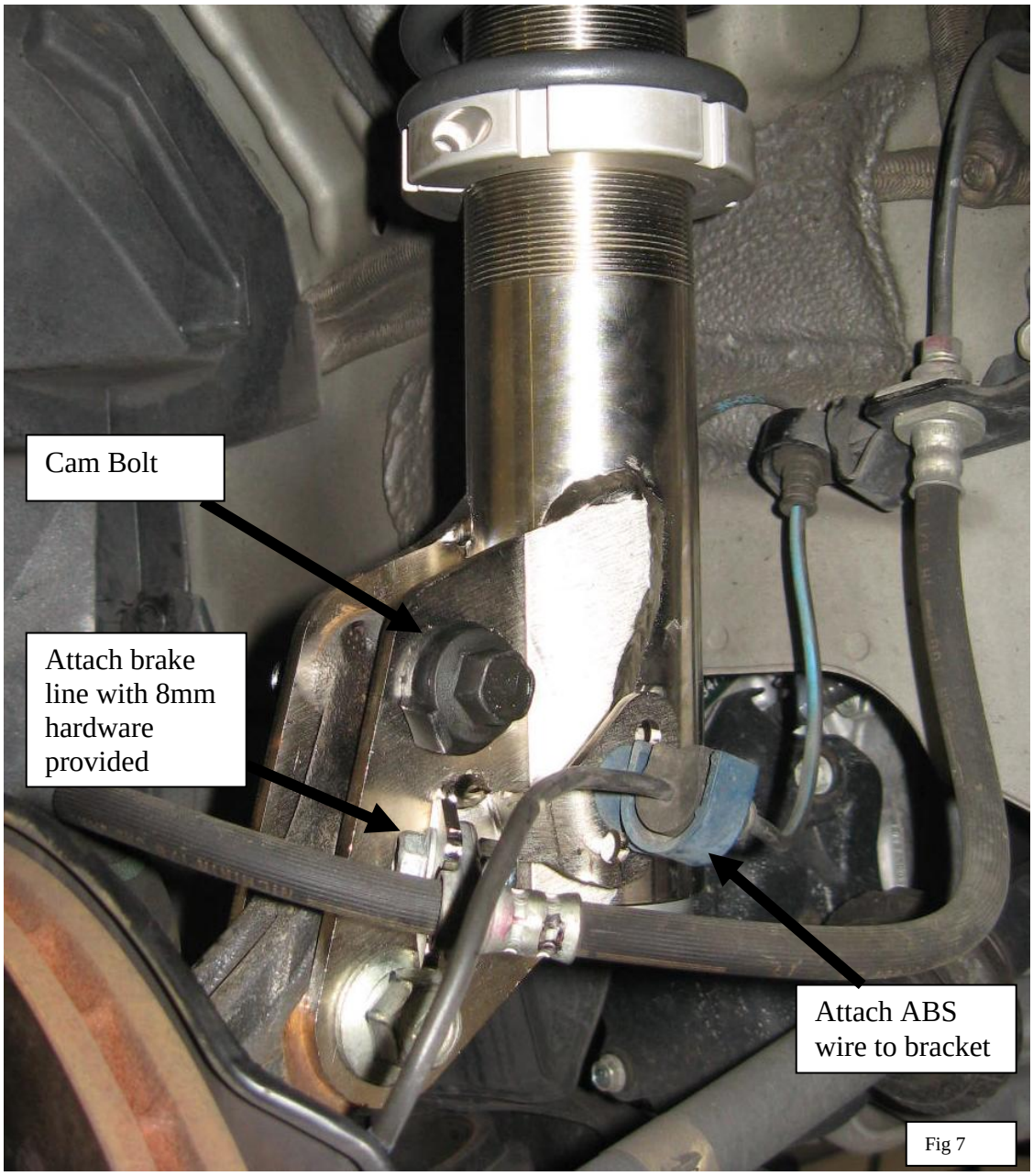


Fig 7

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

REAR INSTALLATION

13. 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 proper locations. Remove the rear wheels.

14. Open the trunk and remove the inner panels from the trunk area to gain access to the upper rear shock mounting nuts. Remove the upper mounting nut from the inside of the trunk area (using a 5mm hex wrench and 14mm wrench), then remove the mounting bolt from the lower eye of the shock, and remove the shock from the vehicle.

15. Remove the brake line bracket at the back of the hub as well as the ABS line as shown in figure 8. Also remove the sway bar end link where it attaches to the lower arm.

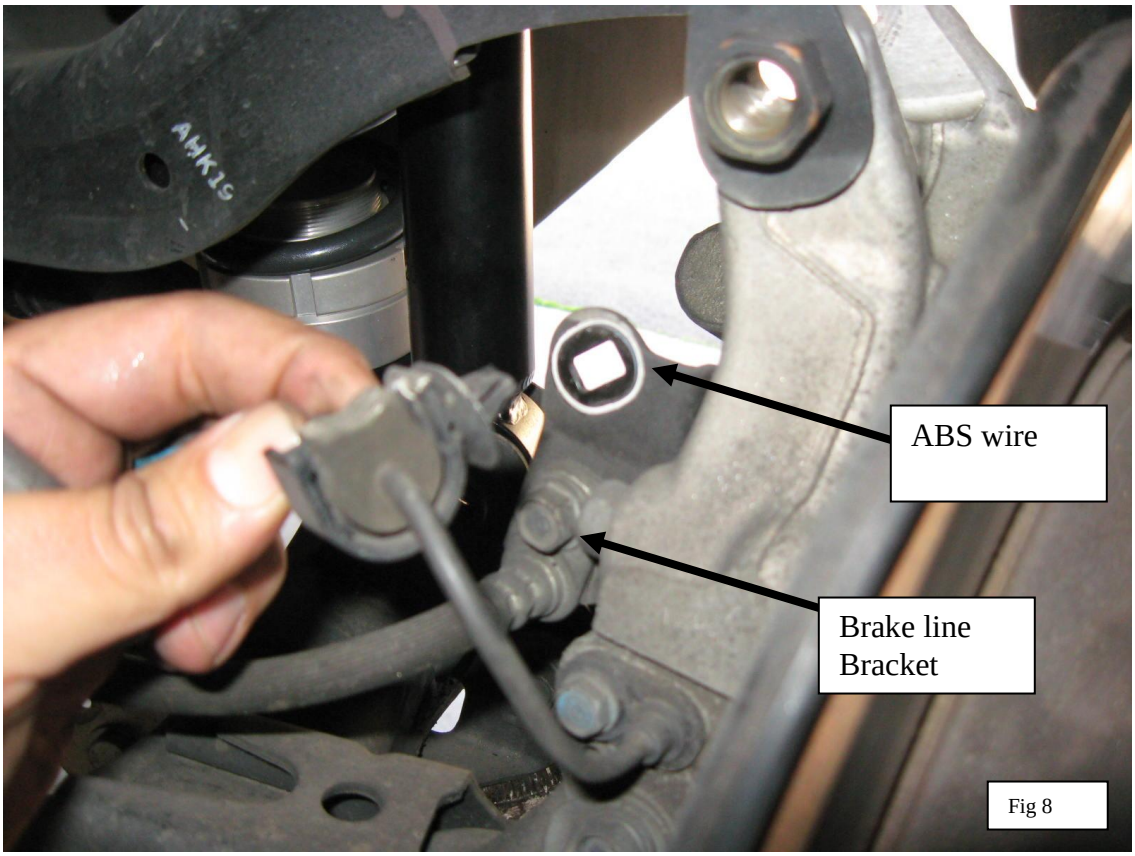


Fig 8

16. Figure 9 shows the removal of the upper control arm bolt. Push down on the lower control arm to remove the spring and the lower spring isolator. Keep the upper OE spring isolator/mount in place.

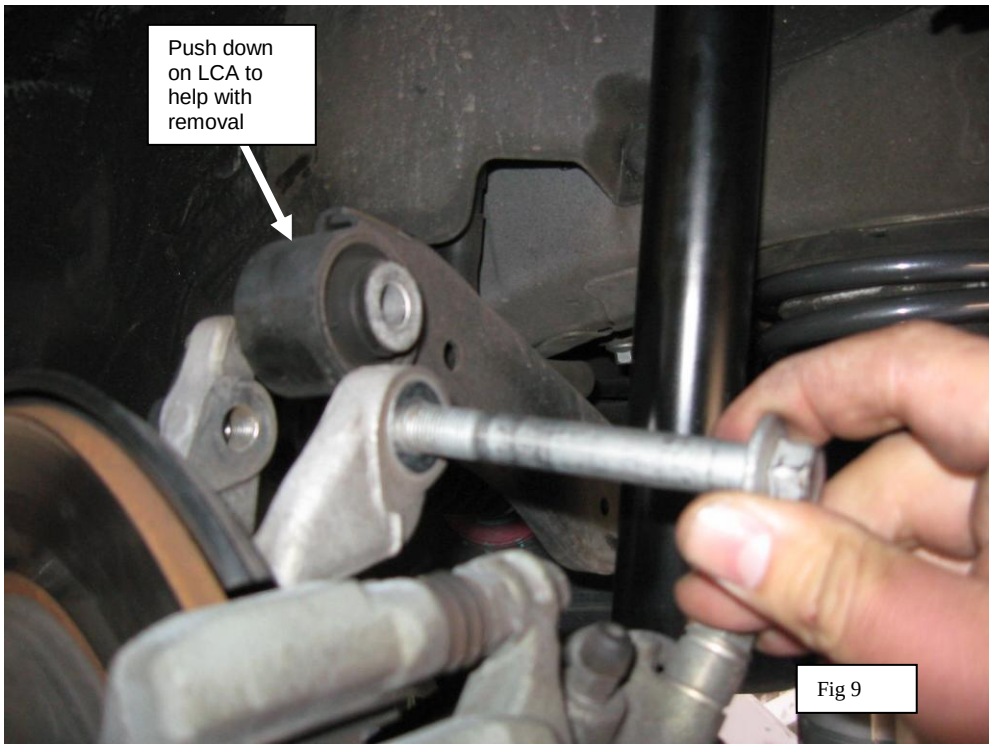


Fig 9

17. Install the spring collar onto the lower adjustable perch, thread to the bottom of the threads for installation, and set on the lower control arm (figure 10). Place the spring onto the perch (with the flat small side down) and into the OE upper mount of the vehicle (large diameter side) figure 11. Raise the collar 1/2" from the bottom of the perch; this will be your starting point for ride height. Use a screwdriver in the machined hole in the lower perch to hold the perch in place while adjusting the collar up or down, figure 10 shows the location of this hole. Tighten socket cap screw.


Fig 10

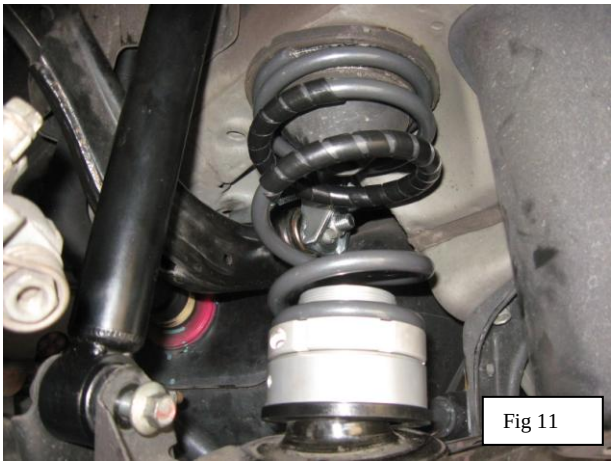
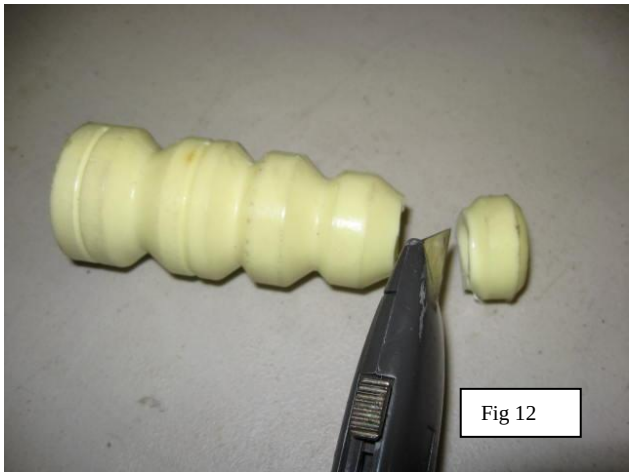


Fig 11

18. Raise the lower control arm up and replace the bolt in the upper control arm and torque to factory specifications. Re-attach the sway bar end link, the brake line and ABS wire.

19. Trim the rear bump stop as shown below. Figure 12



20. Figure 13 shows the order in which you should assemble the rear shock. Place the trimmed bump stop onto the rod followed by the tapered washer. Next place the dust boot on top of the tapered washer then the cup washer, grommet (large side toward the chassis) and spacer tube. Place the shock into the mounting location. From inside the trunk place the grommet (large side toward the chassis), cup washer and fasten the nylock nut using a wrench and hex wrench in the top of the rod. Figure 13

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

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 vehicle.**

    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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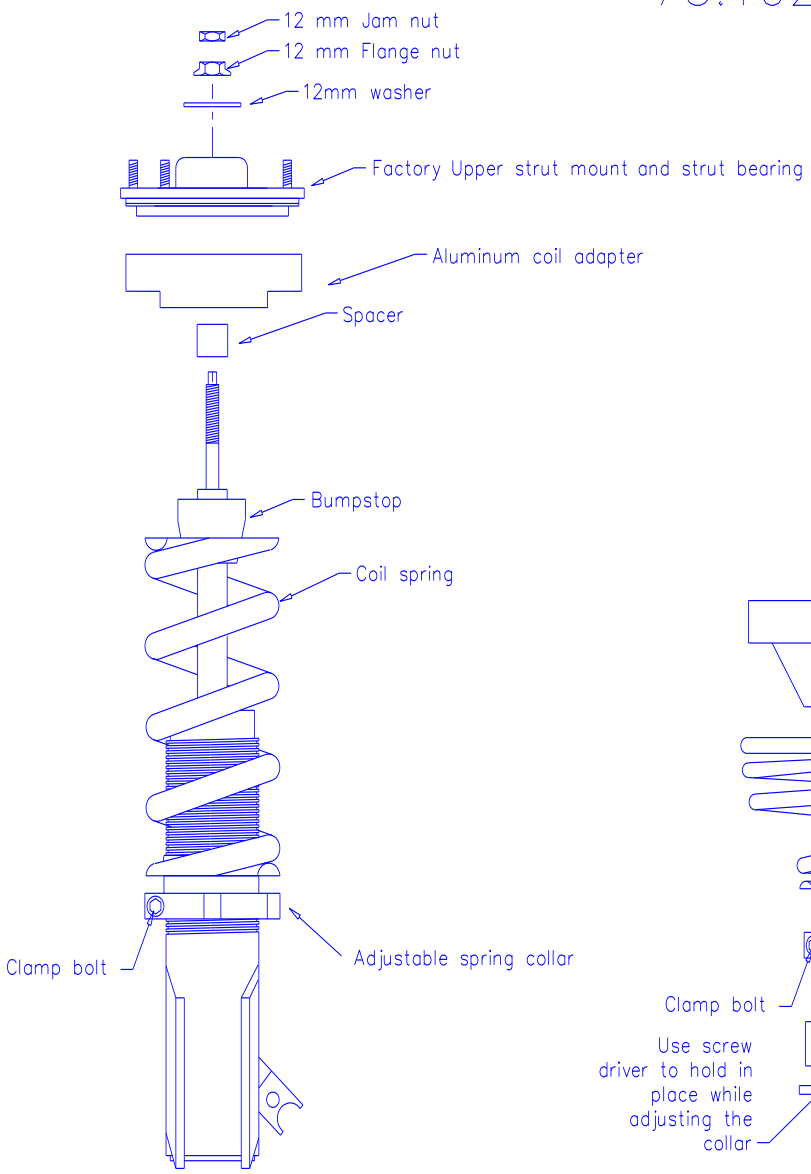
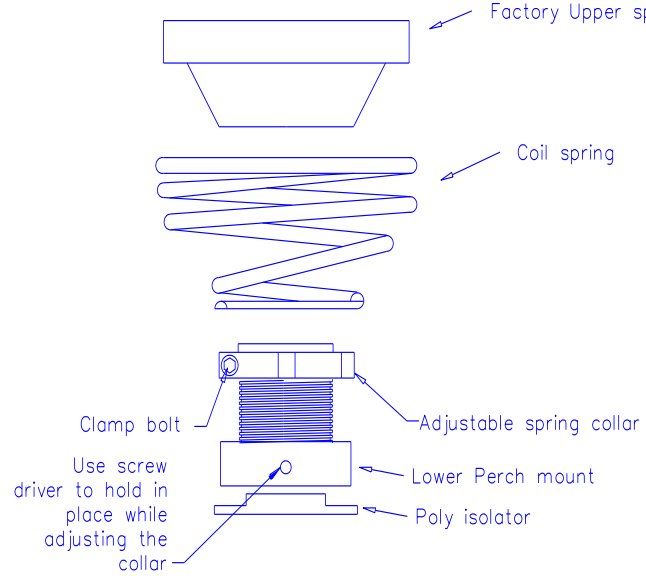
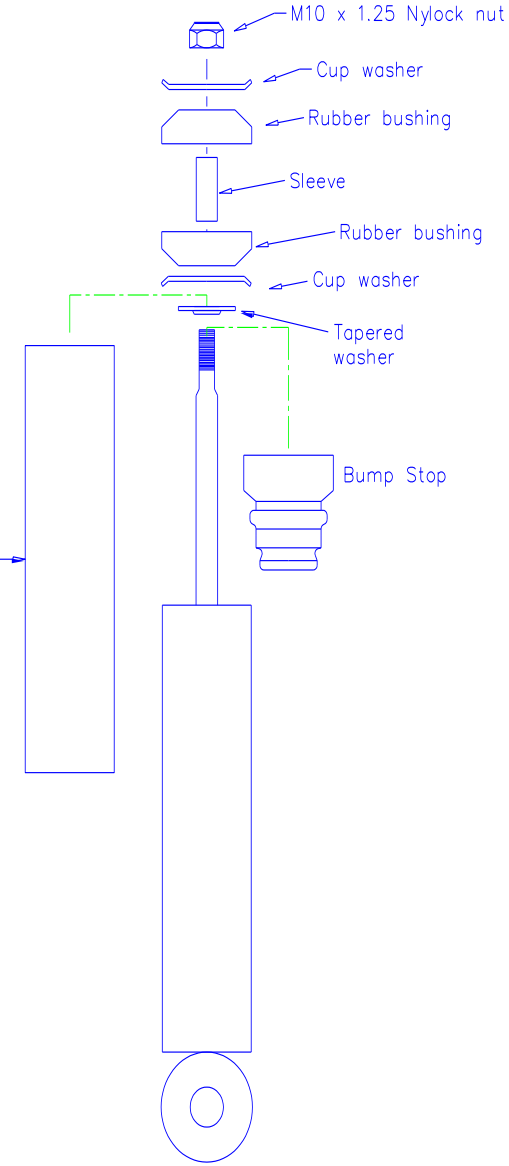
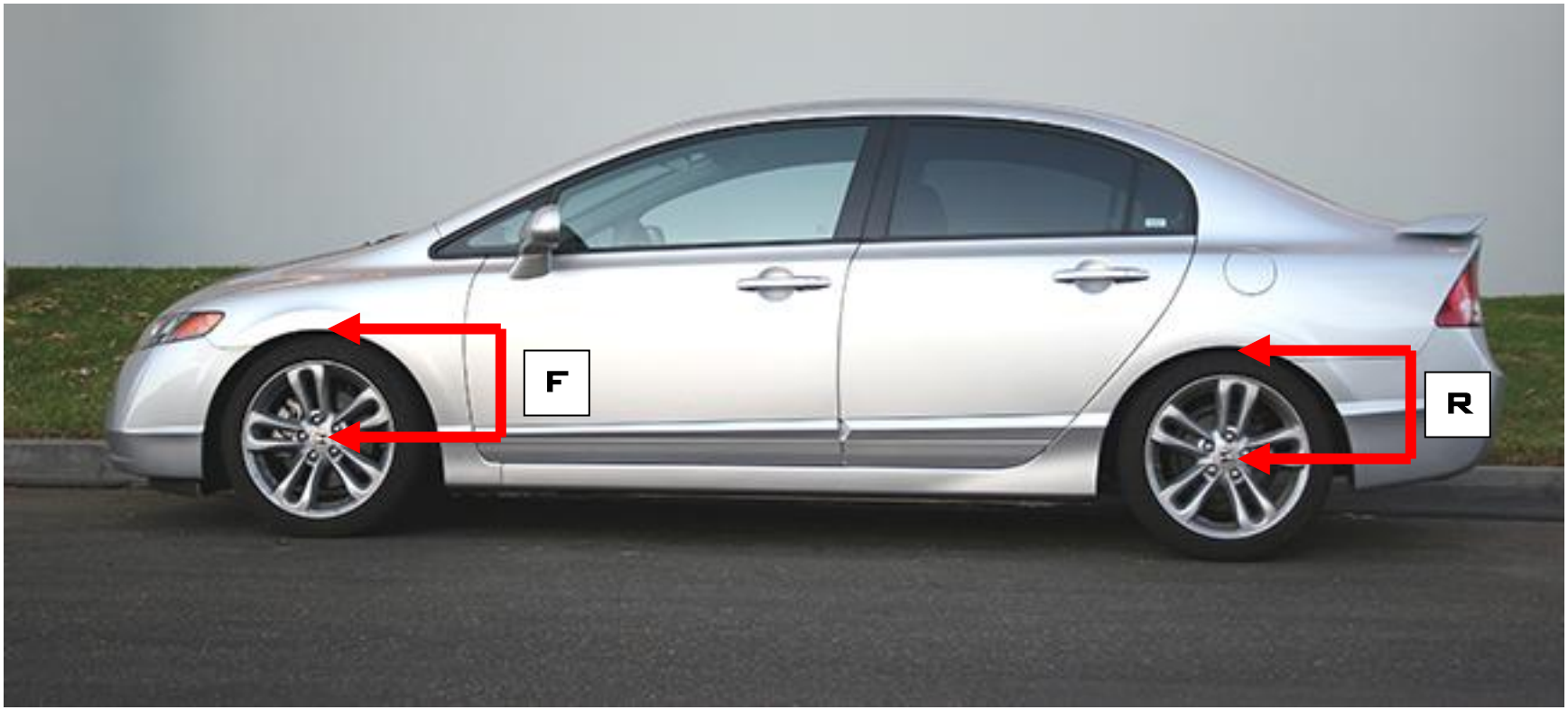


FRONT ASSEMBLY





REAR ASSEMBLY AND SHOCK



RIDE HEIGHT SHOULD BE MEASURED FROM THE WHEEL ARCH DOWN TO THE CENTER OF THE WHEEL

Front ride height = 13.00" (recommended setting) 12.38" (Max drop)

Rear ride height = 12.75" (recommended setting) 11.88" (Max drop)