



**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.**

**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 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.

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 lines 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, and remove the strut assembly.
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 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 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. 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 bump stop/isolator onto the spring. Install the bearing adapter, factory strut mount/bearing, 12 mm flatwasher, and 12mm locknut (provided) as shown. Tighten the locknut securely to 35 ft/lbs.
5. Adjust the lower spring collar so that the coil spring maintains slight pressure on the perch/adaptor/bearing assembly.
6. Install the coilover assembly back into the vehicle. Replace the three upper mounting nuts and spindle bolts at this time. Torque all fasteners to factory specifications. Re-fasten all brake lines and/or ABS lines using M8 hardware provided.
7. Repeat installation on the other side. Replace the wheels and lower the vehicle to the ground.
8. Block front wheels. Raise rear of vehicle with a floor jack, and support the frame with jackstands. Remove rear wheels. Support the rear beam with a floor jack. Remove the lower shock nut one side at a time that attached to the rear beam, then remove the lower part of the shock from the beam. Lower jack and remove the stock springs from the vehicle.
9. Assemble the rear springs perch as shown in the illustration. First, thread the collar onto the spring perch. 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. Place the thin

stainless steel washer on the spring collar then the spring with the stacked coils towards the top. Place the assembled perch and spring onto the rear beam as shown in the illustration.

10. Attach the factory shock. Repeat on other side. Tighten all fasteners to factory specifications.
11. 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.**

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Progress documents/instructions/75.2170.doc



## Front Assembly

Remove stock strut



Compress spring and remove hat



Thread bump stop / isolator onto spring



Assembled strut

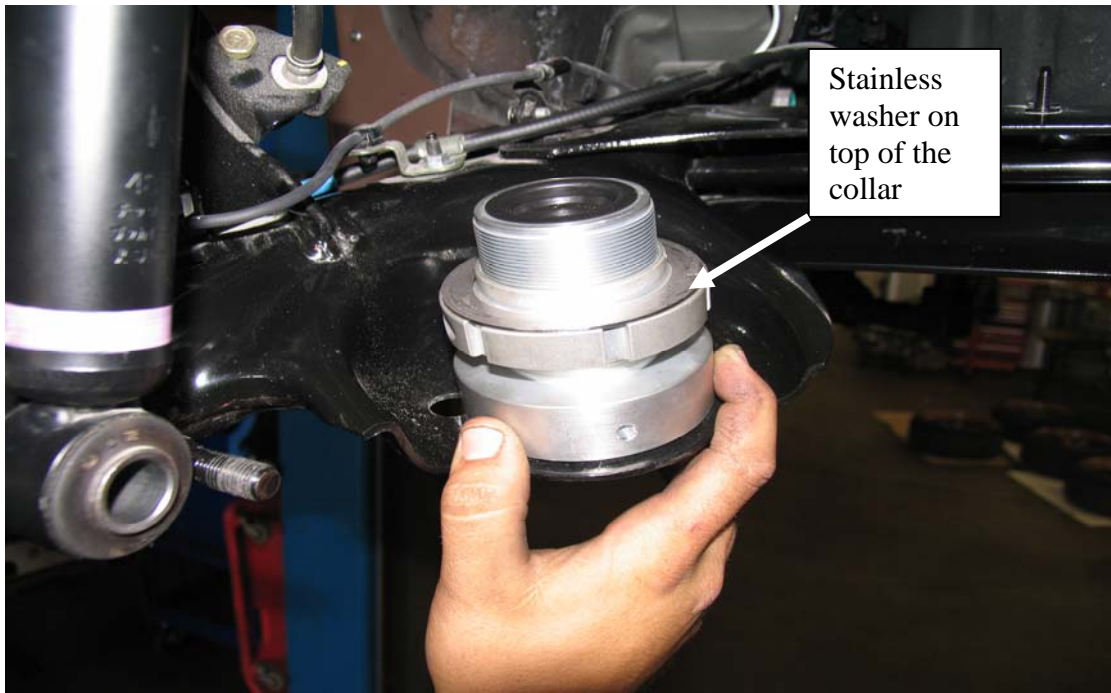


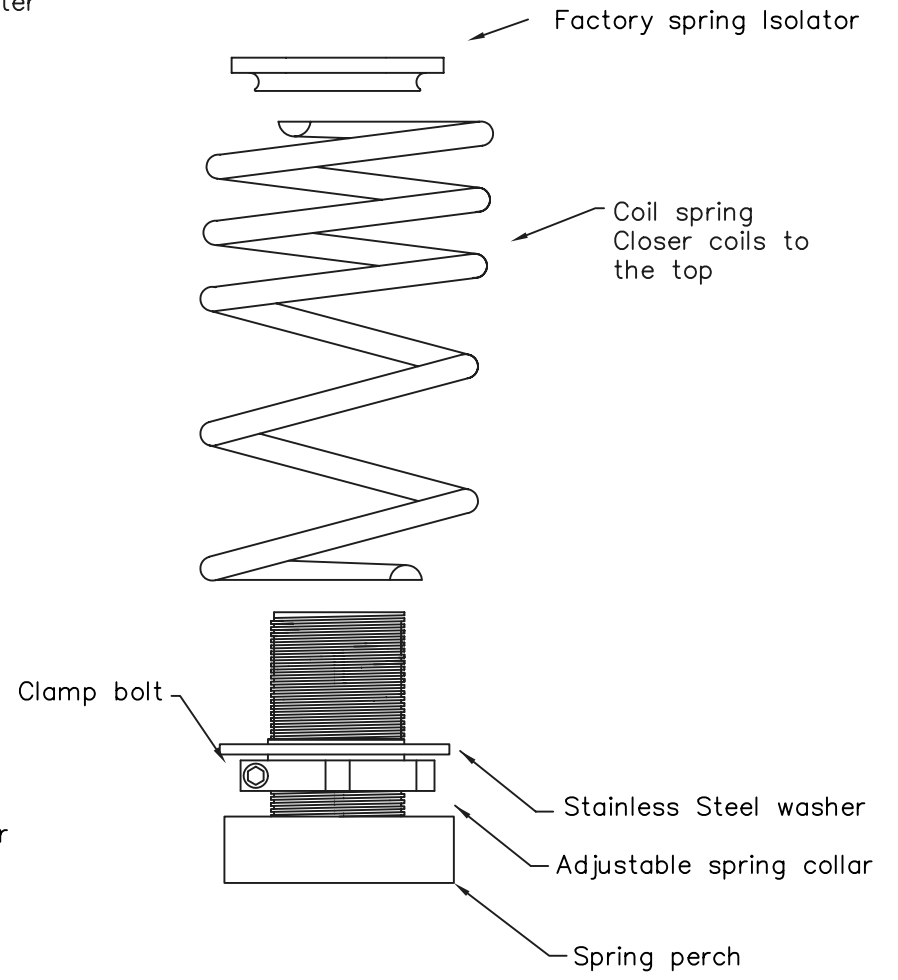
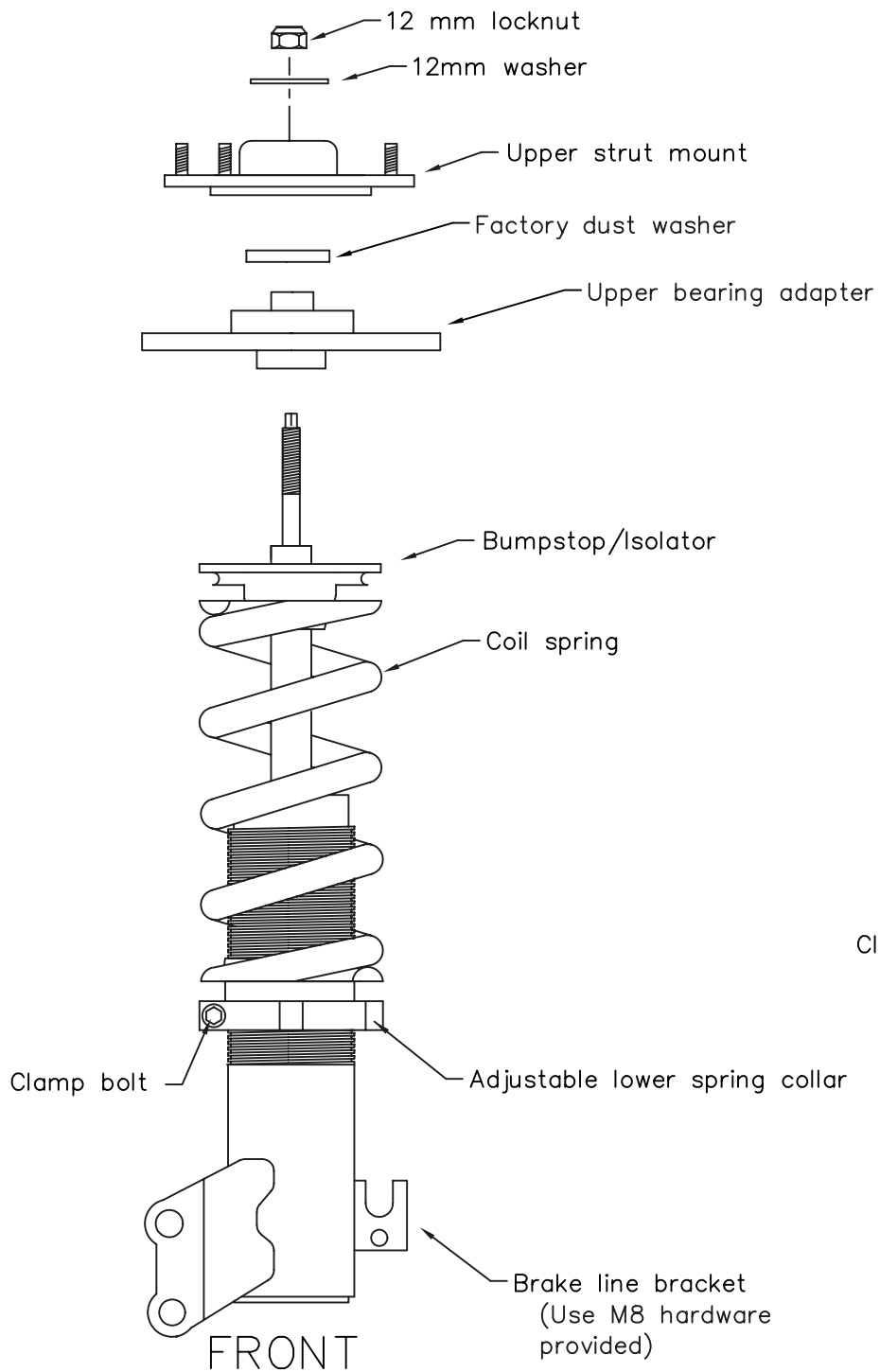
## Rear Assembly

Remove rear shock



Rear spring perch assembly.





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