



Advancing the Art.

Progress Honda Civic Si
G/BGALT record
203.009 mph

The first production Honda car in the 200 MPH Club.
Five current 2005 SCTA records.

203.009 MPH



ESTABLISHED IN 1995, THE PROGRESS GROUP, INC. HAS EVOLVED FROM MODEST BEGINNINGS AS A DISTRIBUTOR OF SUSPENSION COMPONENTS TO THE MANUFACTURER OF THE NATIONALLY-RECOGNIZED PROGRESS TECHNOLOGY LINE OF PERFORMANCE HANDLING COMPONENTS. AFTER TWELVE YEARS OF CONTINUOUS DEVELOPMENT, THE PROGRESS TECHNOLOGY LINE OF SUSPENSION COMPONENTS HAS BECOME A PREMIER PROGRAM FOR TUNING TODAY'S POPULAR AUTOMOBILES. OUR LONG-TERM COMMITMENT TO SUPERIOR PRODUCTS AND UNPARALLELED CUSTOMER SATISFACTION ARE FUNDAMENTAL TO OUR BUSINESS TODAY.



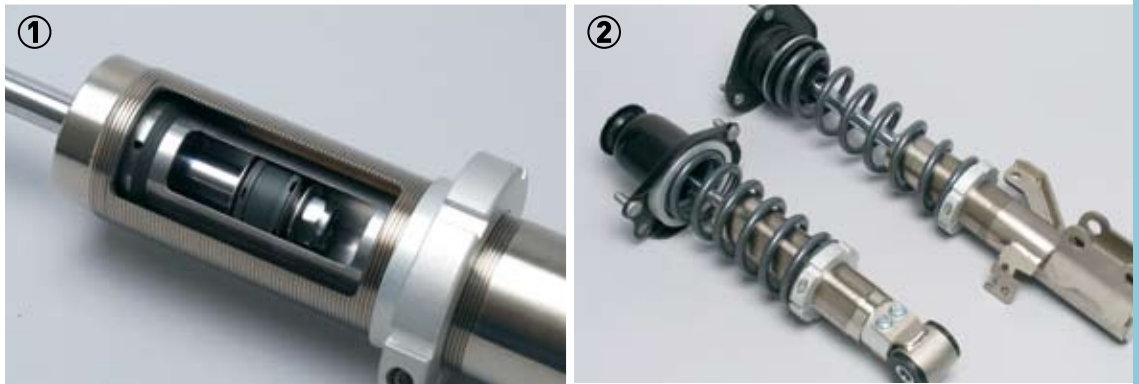
← ABOUT THE COVER
Toyota Motorsports engineers requested a suspension package from The Progress Group for the newly constructed Long Beach Grand Prix ProCelebrity Scion tCs. Progress responded with a custom-tuned version of our Competition Series coil-over system and rear anti-roll bar. The identically-equipped fleet of race cars took to the LBGP street circuit April, 8th, 2006. The same CS-1 coil-over system is now available to our customers.

↗ EASY STREET SUBARU
ESX Motorsports Subaru STI races in the NHRA Sport Rear Wheel Drive class. Driver Julie Stepan has won five Wally awards, and the 2006 East Coast championship. Progress Competition Series Coil-overs have contributed to her consistent winning performance this year. Her best official pass is 9.06 @ 151 mph.

➡ SUPER STREET TIME ATTACK
Two-time Champion! The Progress-Hasport CRX has won the tough LTD FF class title twice, in '04 & '05. LTD FF stands for "Limited Prep-FWD". That means DOT street tires, license plates, and FWD. Our LTD FF lap times have been faster than most entries on race tires with RWD!

The car—a '90 CRX with a JRSC K24 engine, Type-S 6-speed transaxle, and full-tweak Progress T/A suspension. Special thanks to Hasport, and drivers Bernardo Martinez & Rich Hays.

- ➔ ① Twin-tube design with precision 35mm bore and durable electroless nickel plating.
- ② Scion tC



“Thanks to Progress suspension, my new Honda Insight Drag vehicle goes down the 1320 straight as an arrow! The performance and engineering of their designs allowed me to break world records on the 1st pass off the trailer. I would highly recommend their systems to any enthusiast who is serious about winning and safety.”



THE ORIGINAL TAKE-APART Coil-over System for Sport-Compact cars. This system has been refined over thousands of street and racing miles. Take PROGRESS Technology to the track and build a winner!

PROGRESS Competition Series systems have been developed specifically for dual-purpose autocross, track day and drag race applications.

Applications include Honda Civic, CRX, Fit, Si, Acura Integra, RSX, Subaru WRX, STI, Nissan Sentra B13, Scion tC, Ford Mustang and F150 front. See Quick Reference section for more application info.

“The Progress suspension components on our Nissan NX2000 racer really perform well under the severe stress conditions found on a road course. The 3-way adjustable swaybars are a distinct advantage with making handling tweaks, while the coil-overs are really tuned well right out of the box. The team at Progress is committed to making parts which can perform in the most demanding of environments.”

- ➔ **PETE BOVENBERG**
- MB0 Racing
- SCCA World Challenge
- USTCC Champion
- NASA Endurance Champion



- ➔ Progress-equipped Hasport CRX as seen on ESPN's PINKS.



- ⬆️ **'BISI EZERIOHA**
- IDRA Pro Stock record holder
- IDRC All Motor record holder
- 9.82 @ 145.28 mph (Joliet, IL)



- ⬆️ **DAN GARDNER**
- Nissan NX2000
- 2006 NASA TTF
- National Champion



- ➔ **CHAD SLAGG**
- Honda Civic Si
- East Coast NASA
- Honda Challenge
- Fifteen wins and five track records!



- ➔ Progress Competition Series II (CS2) system was installed for PINKS. This economical entry-level system features sealed (non-rebuildable) dampers and 2.50" ID race springs.

PROGRESS SPORT SPRINGS

have been developed for enthusiasts seeking maximum performance.



Superior design

Our engineering staff has decades of experience in the design and tuning of performance suspension systems, including CART/Indy Cars, IMSA, SCCA, NASA, and SCORE competitors. These spring designs reflect our ability to develop a successful blend of appearance, handling capability, and ride quality.

Modern manufacturing

Progress specifies only certified high-tensile SAE spring wire materials. Our springs are cold-wound on modern CNC coiling machines, then stress-relieved, pre-set and shot-peened for maximum durability.

A note about color

We have recently changed our anti-roll bars to a metallic gray color of powder coating. It has been well-received, and we are in the process of converting our spring inventory to the same gray color. Some spring inventory may be our previous turquoise color, until our new gray inventory is in place for all part numbers.



- Aggressive lowering for significantly improved appearance.
- Increased spring rates for upgraded handling capability.
- Progressive spring designs for superior ride quality.
- Limited Lifetime Warranty insures our quality standards.

ALIGNMENT KITS

Progress Technology alignment components have been developed to meet the needs of today's performance enthusiasts with lowered vehicles.



A. Offset Cam Bolts

Rotating the eccentric cam bolts allows for both positive and negative adjustment by replacing the OEM lower strut mounting hardware.



B. Offset Ball Joints

Rotate the new offset upper ball joint for positive and negative adjustment up to 1.2 degrees. Also allows for some caster adjustment.



C. Pivot Mounts

Steel replacement pivot mounts relocate the OEM upper control arms for positive camber adjustment up to +1.75 degrees. Includes polyurethane bushings and complete hardware.



D. Offset Bushings

Polyurethane bushings and offset steel inserts replace the OEM upper control arm bushings for camber adjustment of +/- .75 degrees.



E. Focus Upper Strut Plates

Replaces the OEM upper bearing plate to allow for +/- 1.0 degree of camber adjustment.



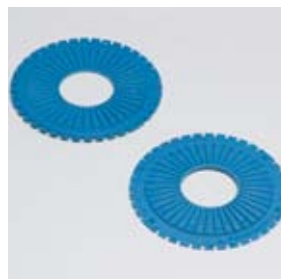
F. Adjustable Rear Links

Adjustable rear links replace OEM components for a wide range camber adjustment.



G. Honda/Acura Rear Shims

Longer fasteners and spacers replace OEM bolts and shim the upper control arms for positive adjustment up to 2.0 degrees.



H. Full Contact Shims

Full-contact dual angle shims offer camber and toe adjustment in one shim per side.



I. Mitsubishi Rear Shims

Special spacers and longer fasteners shim the upper control arms for positive adjustment up to 1.5 degrees.



J. Upper Arms

New upper control arms offer caster and camber adjustment for the 300C, Magnum, and Charger.

ANTI-ROLL BAR SYSTEMS

PROGRESS ANTI-ROLL BARS dramatically improve handling. How? They minimize the traction-robbing body "lean" that rolls part of the outside tires off the pavement. Our Sport-tuned Anti-roll bars replace skinny OEM bars and rubber bushings with larger diameter (stiffer) alloy steel bars and polyurethane bushings. More roll stiffness means less body "lean", and the tires stay flatter on the pavement (larger contact patches). The result is more grip and added driver control!



Reduced body roll adds driver confidence. ←

Less body roll means more traction and cornering speed. ←

Polyurethane bushings produce crisp response on turn-in. ←

① Progress Anti-roll bars are cold-formed in-house using our custom-built precision bending equipment. Both laser-cut and CNC bar ends are MIG welded in place using a precise fixture for an exact fit.

② We have both conventional (non-adjustable) and adjustable bar types. The Quick Reference section will specify for each application. Some vehicles will reuse the OEM end links.

③ After four seasons of daily track use, the Mid-Ohio Driver's School RSX's PROGRESS suspension systems have performed flawlessly. That's durability!

- For Optimum tire wear after installing sport springs

- Includes instructions and all necessary hardware

- One Part Number ordering for a complete vehicle kit



K. Strut Plates

Adjustable top strut mounts for SN Mustangs. Both caster and camber up to +1.5 degrees, complete with boots and bump stops.



L. Upper Arms

Use these replacement arms and cam bolt mounts to tune late Civic rear camber. Adjusts camber +/- 3.0 degrees.



M. Rear Links

This adjustable turnbuckle and cam bolt provides plenty of adjustment for camber and toe settings.



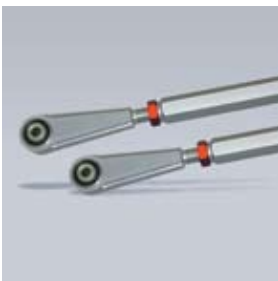
N. Upper Arms

Adjustable forged rear arms with OEM style bushings offer an extended range of camber adjustment.



O. Strut Plates

Adjustable top strut mounts for Mini Coopers. These plates adjust both camber and caster, and are ideal for fine tuning performance and racing applications.



P. Lower Links

These lightweight aluminum rear arms for the Mini Cooper offer a camber adjustment of +/- 4.0 degrees.



Q. Strut Plates

For 91-94 Nissan Sentra B13, this strut mount offers -1.0 to +3.0 degrees of adjustment. Ideal for street performance and track day use.



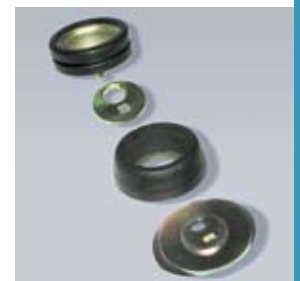
R. Adjustable Links

Adjusts +/- 3.0 degrees of camber without affecting wheel setback. Also includes upgraded stiffer rubber bushing material for improved handling. (S13)



S. Adjustable Links

Rear camber links adjust +/- 3.0 degrees without affecting wheel setback. Also includes upgraded rubber bushing material for improved handling. (S14)



T. Offset Strut Tops

For popular Volkswagen applications. Replaces the OEM upper bearing plate for camber and caster adjustment of +/- 1.0 degree.

All drops are approximate.

MODEL	YEAR	SPRING KIT	APPROX. LOWERING FRONT ²	APPROX. LOWERING REAR ²	ALIGNMENT KIT	TYPE (F, R) ³	FRONT ADJUSTMENT	REAR ADJUSTMENT	FRONT ANTI-ROLL BAR DIAMETER	REAR ANTI-ROLL BAR DIAMETER	ADDITIONAL COMPETITION PRODUCTS	COIL-OVERS SERIES I (SERIES II)
ACURA												
CL 2.2	96-98	40.1011	2.0	2.0	53.1011	C,G	+0.75 or +1.75	+0.5 to +2.0				
Integra	90-93				53.1002	C,G	+0.75 or +1.75	+0.5 to +2.0		62.0101 (22mm)	62.1001 (24mm-adj)	75.0101 (77.0101)
Integra	94-01	40.1003	2.1	2.1	53.1003	C,G	+0.75 or +1.75	+0.5 to +2.0		62.1003 (22mm)	62.1001 (24mm-adj)	75.1003 (77.1003)
Integra (alt. drop)	94-01	40.1000	1.6	1.6	53.1003	C,G	+0.75 or +1.75	+0.5 to +2.0		62.1003 (22mm)	62.1001 (24mm-adj)	75.1003 (77.1003)
RSX (Inc. Type S)	02-04	40.0102 ²	1.5	1.4	53.0102	A,F	+/- 1.75	+6.0 to -4.0	61.0102 (27mm)	62.0102 ¹³ (22mm)	62.0103 ¹³ (24mm-adj)	75.0102 ¹⁹
RSX (Inc. Type S)	05-06	40.0103 ²	1.5	1.4	53.0102	A,F	+/- 1.75	+6.0 to -4.0	61.0102 (27mm)	62.0102 ¹³ (22mm)	62.0103 ¹³ (24mm-adj)	75.0102 ^{19,25}
TL	04-06	40.1017	1.3	1.5	53.0110	B,F	+/- 1.5	+4.0 to -2.0		62.0110 (24mm-adj)		
TSX	04-06	40.1017	1.3	1.2	53.1017	A,F	+/- 1.5	+4.0 to -2.0		62.0104 (22mm-adj)		
CHEVROLET												
Cavalier, all	95-04	40.0401	1.7	1.5	53.0401	A,H	+/- 1.75	+/- 1.5		62.0401 (22mm)		
Cobalt	05-06	40.0430 ²	1.5	2.0	53.0430	A,H	+/- 1.75	+/- 1.5		62.0430 (22mm)		
HHR	05-06	40.0435	1.6	2.5	53.0430	A,H	+/- 1.75	+/- 1.5		62.0430 (22mm)		
Tahoe/Suburban	00-06								61.0460 (35mm)	62.0460 (32mm)		
Tahoe	2007								61.0461 (38mm)	62.0460 (32mm)		
Suburban	2007								61.0462 (38mm)	62.0462 (32mm)		
CHRYSLER												
300C V-8 (exc. AWD)	04-06	40.0630 ²	1.6	1.4	53.0630	J,D	+/- 2.0	+/- 1.5	61.0630 (27mm-adj)	TBA		
300C V-6 (exc. AWD)	04-06	40.0630 ²	1.5	1.4	53.0630	J,D	+/- 2.0	+/- 1.5	61.0630 (27mm-adj)			
PT Cruiser	00-04	40.0610 ²	2.0	2.3	53.0610	A,H	+/- 1.75	+/- 1.5	61.0610 (27mm)	62.0610 ¹⁷ (22mm)		
PT Cruiser, Turbo, Conv.	04-05	CALL										
DODGE												
Caliber	2006	40.0605								62.0605 ¹		
Charger (exc. AWD)	2006	40.0630 ²	1.5	1.4	53.0630	J,D	+/- 2.0	+/- 1.5	CALL	TBA		
Magnum V-8 (exc. AWD)	04-06	40.0630 ²	1.6	1.4	53.0630	J,D	+/- 2.0	+/- 1.5	CALL	TBA		
Magnum V-6 (exc. AWD)	04-06	40.0630 ²	1.5	1.4	53.0630	J,D	+/- 2.0	+/- 1.5	CALL	TBA		
Neon	00-04	40.0602	1.8	1.8	53.0601	A,A	+/- 1.75	+/- 1.75	61.0603 (27mm)	62.0603 ⁹ (22mm)	62.0604 ⁹ (24mm-adj)	
Neon SRT-4	03-05	40.0603	1.8	1.8	53.0601	A,A	+/- 1.75	+/- 1.75	61.0603 (27mm)	62.0603 ⁹ (22mm)	62.0604 ⁹ (24mm-adj)	
EAGLE												
Talon - FWD	95-99	40.1403 ^{3,4}	1.5	1.5	53.1403	D,I	+/- 0.75	+0.25 to +1.5				
Talon - AWD	95-99	40.1403 ⁴	1.7	1.7	53.1403	D,I	+/- 0.75	+0.25 to +1.5				
FORD												
Escort, ZX2	91-04	40.0820 ^{2,6}	1.7	1.5	53.0820	A,A	+/- 1.75	+/- 1.75				
Focus, ZX3, ZX5	00-05	40.0840 ⁶	1.8	1.8	53.0840	E,A	+/- 1.0	+/- 1.0		62.0840 (22mm)	62.0842 (25mm)	
Focus SVT	01-05	40.0840	0.7	0.9	53.0840	E,A	+/- 1.0	+/- 1.0		62.0840 (22mm)	62.0842 (25mm)	
Fusion	05-06	40.1140	1.5	1.4						62.1140 (24mm)		
Mustang V-8	79-93	40.0801 ^{2,3,5}	1.7	1.5	51.0803 ²⁸	K	+1.5 to -0.5		61.0801 (35mm)	62.0803 ¹² (25mm)	15.0803 ²²	
Mustang V-6	79-93	40.0802 ^{2,3}	1.7	1.5	51.0803 ²⁸	K	+1.5 to -0.5		61.0801 (35mm)	62.0803 ¹² (25mm)	15.0803 ²²	
Mustang V-8	94-04	40.0803 ^{2,3,5}	1.7	1.5	51.0803 ²⁸	K	+1.5 to -0.5		61.0803 (35mm)	62.0803 ¹² (25mm)	15.0803 ²²	
Mustang V-6	94-04	40.0804 ^{2,3}	1.7	1.5	51.0803 ²⁸	K	+1.5 to -0.5		61.0803 (35mm)	62.0803 ¹² (25mm)	15.0803 ²²	
Mustang V-8	05-06	40.0807	1.3	1.8	51.0807	A	+/- 1.75		61.0807 (35mm)	62.0807 (24mm)	14.0807 ^{24,26}	75.0807
Mustang V-6	05-06	40.0808	1.2	1.7	51.0807	A	+/- 1.75		61.0807 (35mm)	62.0807 ²³ (24mm)	14.0807 ^{24,26}	75.0807
F150	04-05								61.0860 ²⁹ (35mm)		30.0860/32.0860	
F150	06-07								61.0861 ²⁹ (35mm)		30.0860/32.0860	
HONDA												
Accord	90-97	40.1011 ^{2,6}	2.0	2.0	53.1011	C,G	+0.75 or +1.75	+0.25 to +1.5		62.1011 (22mm)		
Accord 4 cyl.	03-06	40.1017 ²	1.5	1.4	53.1017	B,F	+/- 1.0	+4.0 to -2.0		62.1017 (22mm-adj)		
Accord V-6	03-06	40.1017 ²	1.6	1.6	53.1017	B,F	+/- 1.0	+4.0 to -2.0		62.1017 (22mm-adj)		
Civic/CRX	88-91	40.1002	2.0	2.0	53.1002	C,G	+0.75 or +1.75	+0.5 to +2.0	61.1002 (22mm)	62.1002 ¹⁶ (22mm)	62.1001 ¹⁶ (24mm-adj)	75.1002 (77.1002) ¹⁶
Civic with "B" engine	88-91	40.1004	2.0	2.0	53.1002	C,G	+0.75 or +1.75	+0.5 to +2.0	61.1002 (22mm)	62.1002 ¹⁶ (22mm)		75.1002 (77.1002) ¹⁶

All drops are approximate.

MODEL	YEAR	SPRING KIT	APPROX. LOWERING FRONT ²	APPROX. LOWERING REAR ²	ALIGNMENT KIT	TYPE (F, R) ³	FRONT ADJUSTMENT	REAR ADJUSTMENT	FRONT ANTI-ROLL BAR DIAMETER	REAR ANTI-ROLL BAR DIAMETER	ADDITIONAL COMPETITION PRODUCTS	COIL-OVERS SERIES I (SERIES II)
HONDA Cont'd.												
Civic	92-95	40.1003	2.0	2.0	53.1003	C,G	+0.75 or +1.75	+0.5 to +2.0		62.1003 [22mm]	62.1001 ¹⁶ [24mm-adj]	75.1003 [77.1003]
Civic, Si	96-00	40.1003 ²	1.8	1.8	53.1004	B,G	+/- 1.0	+0.5 to +2.0		62.1003 [22mm]		75.1003 [77.1003]
Civic (alternate drop)	92-00	40.1000	1.5	1.5	53.1004	B,G	+/- 1.0	+0.5 to +2.0		62.1003 [22mm]		75.1003 [77.1003]
Civic with "H" engine	92-00	40.1005	2.0	2.0	53.1004	B,G	+/- 1.0	+0.5 to +2.0		62.1003 [22mm]		75.1003 [77.1003]
Civic	01-03	40.1006	1.8	2.0	53.1006	A,F	+/- 1.75	+6.0 to -4.0	61.1006 [27mm]	62.0102 ^{10,13} [22mm]		75.1006 ^{19,20}
Civic	04-05	40.1006	1.8	2.0	53.1006	A,F	+/- 1.75	+6.0 to -4.0	61.1006 [27mm]	62.1006 ^{10,13} [22mm]		75.1006 ^{19,20}
Civic Si	02-03	40.1007	1.8	1.5	53.0102	A,F	+/- 1.75	+6.0 to -4.0	61.0102 [27mm]	62.0102 ¹³ [22mm]		75.1007 ^{19,20}
Civic Si	04-05	40.1007	1.8	1.5	53.0102	A,F	+/- 1.75	+6.0 to -4.0	61.0102 [27mm]	62.1006 ¹³ [22mm]		75.1007 ^{19,20}
Civic Coupe, Incl. Si	06-07	40.1008	1.3	1.2	53.1008	A,L	+/- 1.75	+3.0 to -3.0	61.1008 ¹	62.1008 [22mm]		75.1008 ¹
Civic Sedan	06-07	40.1008	1.3	1.2	53.1008	A,L	+/- 1.75	+3.0 to -3.0	61.1009 ¹	62.1009 [22mm]		75.1008 ¹
Del Sol	93-97	40.1003	2.0	2.0	53.1003	C,G	+0.75 or +1.75	+0.5 to +2.0		62.1003 [22mm]		75.1003 [77.1003]
Fit	2006	40.1060	1.5	1.3						62.1060 [22mm]		75.1060
Prelude	92-96				51.1022	C	+0.75 or +1.75					
					52.1022	B		+/- 1.0				
Prelude	97-01				51.1004	B	+/- 1.0			62.1022 [27mm-adj]		
					52.1022	B	+/- 1.0			65.1022 (endlink kit)		
HYUNDAI												
Tiburon	02-06	40.1301	1.5	1.3	53.1301	A,A	+/- 1.75	+/- 1.75		62.1301 [22mm-adj]		
INFINITI												
G35 Coupe	03-06	40.1540	1.0	1.0	52.1540	M		+/- 4.0	61.1540 [33mm-adj]	62.1540 [22mm-adj]		
G35 Sedan	03-06				52.1540	M		+/- 4.0	61.1540 [33mm-adj]			
MAZDA												
Mazda 3	04-06	40.1125	1.3	1.3	52.1125	N		+5.0 to -1.5		62.1125 [22mm-adj]		
Mazda 5	2006	40.1125	1.3	1.3	52.1125	N		+5.0 to -1.5				
Mazda 6	03-06	40.1140	1.5	1.4						62.1140 [24mm]		
Protégé/323	90-94	40.0820	1.7	1.5	53.0820	A,A	+/- 1.75	+/- 1.75				
Protégé	99-04	40.1122	2.0	2.0	53.1122	A,A	+/- 1.75	+/- 1.75				
Protégé 3, Protégé 5	99-04	40.1122	1.5	1.5	53.1122	A,A	+/- 1.75	+/- 1.75		62.1122 [22mm]		
RX7	79-85	40.1150 ⁷										
RX8	04-06								61.1152 [32mm-adj]	62.1152 [19mm-adj]		
MINI												
Cooper	02-05				53.0210	O,P	+/- 2.0	+/- 4.0		62.0210 [22mm-adj]		
MITSUBISHI												
Eclipse - FWD	95-99	40.1403 ^{3,4}	1.5	1.5	53.1403	D,I	+/- 0.75	+0.25 to +1.5				
Eclipse - AWD	95-99	40.1403 ⁴	1.7	1.7	53.1403	D,I	+/- 0.75	+0.25 to +1.5				
Eclipse V6	00-05	40.1404 ³	1.8	1.8	53.1404	A,I	+/- 1.75	+0.25 to +1.5				
Eclipse 4 cyl.	00-05	40.1405 ^{3,4}	1.8	1.8	53.1404	A,I	+/- 1.75	+0.25 to +1.5				
Eclipse	2006	40.1406	1.7	1.8	51.1406	A	+/- 1.75			62.1406 [24mm-adj]		
EVO 8	03-05									62.1440 ¹⁴ [25mm-adj]	62.1441 [27mm-adj]	
EVO 9	2006									62.1440 ¹⁴ [25mm-adj]	62.1441 [27mm-adj]	
Galant 4 cyl. & V6	99-04	40.1420 ²	2.2	1.8	53.1420	A,I	+/- 1.75	+0.25 to +1.5				
Lancer, incl. OZ	02-06	40.1430 ²	1.5	1.0	51.1430	A	+/- 1.75			62.1430 ¹⁷ [19mm]		
										65.1430 (reinfor. kit)		
Lancer Ralliart	03-06	40.1430 ²	1.0	0.5								
Lancer ES	02-05	40.1410	1.8	1.8								
Mirage Coupe	97-03	40.1410	1.8	1.8	51.1410	A	+/- 1.75					
NISSAN												
240SX	89-94				53.1502	Q,R	+3.0 to -1.0	+/- 3.0	61.1502 [27mm-adj]	62.1502 [22mm-adj]		
240SX	95-98				53.1503	Q,S	+3.0 to -1.0	+/- 3.0	61.1503 [30mm-adj]	62.1503 [22mm-adj]		
350Z	03-06	40.1540	1.0	1.0	52.1540	M		+/- 4.0	61.1540 [33mm-adj]	62.1540 [22mm-adj]		

All drops are approximate.

MODEL	YEAR	SPRING KIT	APPROX. LOWERING FRONT ²	APPROX. LOWERING REAR ²	ALIGNMENT KIT	TYPE (F, R) ⁸	FRONT ADJUSTMENT	REAR ADJUSTMENT	FRONT ANTI-ROLL BAR DIAMETER	REAR ANTI-ROLL BAR DIAMETER	ADDITIONAL COMPETITION PRODUCTS	COIL-OVERS SERIES I (SERIES II)
NISSAN Cont'd.												
Altima 3.5L	02-06	40.1530 ¹	TBA	TBA	51.1520	A	+/- 1.75			62.1530 [22mm]		
Altima 2.5L	02-06	40.1531 ¹	TBA	TBA	51.1520	A	+/- 1.75			62.1530 [22mm]		
Maxima	95-99	40.1520	1.7	1.5	51.1520	A	+/- 1.75			62.1520 [22mm]		
Maxima	00-03	40.1521	1.7	1.5	51.1520	A	+/- 1.75			62.1520 [22mm]		
Maxima	04-06	40.1522	1.8	0.75	51.1520	A	+/- 1.75			62.1522 [24mm]		
Sentra, SE-R	91-94	40.1509	1.7	1.7	53.1509	A,A	+/- 1.75	+/- 1.75	61.1509 (30mm-adj)	62.1509 [22mm-adj]	16.1509 ¹⁵	75.1509 ²¹
Sentra	95-99				51.1511	A	+/- 1.75		61.1509 (30mm-adj)	62.1510 [27mm-adj]	61.1510 ²⁷ [27mm]	
Sentra, SE-R, V-Spec	00-06	40.1511	1.7	1.5	51.1511	A	+/- 1.75			62.1511 [22mm]		
Versa	2006	CALL							CALL	CALL		
Nissan Titan 2WD	04-07									62.1560 ¹ [27mm]	32.1560 ¹	
PONTIAC												
Sunfire, all	95-04	40.0401	1.7	1.5	53.0401	A,H	+/- 1.75	+/- 1.5		62.0401 [22mm]		
Vibe (excl. AWD)	02-06	40.2150	1.7	1.5	51.2150	A	+/- 1.75			62.2150 [22mm]		
SATURN												
Ion	03-04	40.2020	1.8	1.6	51.2020	A	+/- 1.75			62.2020 [22mm]		
Ion	05-06	40.2020	1.8	1.6	51.2020	A	+/- 1.75			62.0430 [22mm]		
Ion Redline	04-06	40.2020	1.2	1.1						62.0430 [22mm]		
SCION												
tC	04-07	40.2180	1.8	1.8	53.2180	A,N	+/- 1.75	+/- 3.0		62.2180 [22mm-adj]		75.2180
xA	03-06	40.2170	1.3	1.2	51.2170	A	+/- 1.75			62.2170 [22mm]		75.2170
xB	03-06	40.2170	1.8	1.5	51.2170	A	+/- 1.75			62.2170 [22mm]		75.2170
SUBARU												
Legacy	05-06	40.2320	1.3	1.0	51.2320	A	+/- 1.75		61.2320 [22mm-adj]	62.2320 ¹⁴ [22mm-adj]		
WRX	02-03	40.2310	1.8	1.5	53.2310	A,A	+/- 1.75	+/- 1.75	61.2310 [22mm-adj]	62.2310 [22mm-adj]		75.2310
WRX	04-06	40.2311	1.8	1.5	53.2310	A,A	+/- 1.75	+/- 1.75	61.2310 [22mm-adj]	62.2310 [22mm-adj]		75.2310
WRX Sti	2004	40.2311	1.0	1.0	53.2310	A,A	+/- 1.75	+/- 1.75	61.2310 [22mm-adj]	62.2312 [22mm-adj]		75.2310
WRX Sti	05-06	40.2311	1.0	1.0	53.2310	A,A	+/- 1.75	+/- 1.75	61.2310 [22mm-adj]	62.2312 [22mm-adj]		
TOYOTA												
Corolla	03-06	40.2150	1.8	1.7	51.2150	A	+/- 1.75			62.2150 [22mm]		
Matrix (excl. AWD)	02-06	40.2150	2.2	2.2	51.2150	A	+/- 1.75			62.2150 [22mm]		
Yaris	2006	40.2140	1.7	1.8						62.2140 [22mm]		
VOLKSWAGEN												
Beetle	99-06	40.2250 ^{1,2}	1.8	1.5	51.2250	T	+/- 1.0			CALL		
Golf IV 4cyl	99-06	40.2250 ^{1,2}	1.8	1.5	51.2250	T	+/- 1.0			CALL		
Jetta IV VR6	99-05	40.2250 ^{1,2}	1.8	1.5	51.2250	T	+/- 1.0			CALL		
Golf V	2006	CALL								CALL		
Jetta V	05-06	CALL								CALL		

NOTES

- Product being developed at this time.
- Dimensions may vary with year, model, & strut type.
- Includes convertible.
- Includes turbo & supercharger.
- Includes Cobra, Excludes IRS
- Excludes Wagon
- Specified springs for NASA Pro 7
- Camber kits as noted below.
- See page 4 for description and pictures:
51.... - front only
52.... - rear only
53.... - complete kit
- Fits vehicles equipped with stock (OEM) rear sway bar ONLY.
- All vehicles not equipped with stock (OEM) rear anti-roll bar require Adapter Kit part number 65.1006.
- Adjustable rate.
- Fits OEM or Progress lower arms part number 15.0803.
- Rear bar includes chassis reinforcement (see photo).
- Reinforcement bracket included.
- NEW Front Lower Subframe Reinforcement. Attaches to lower control arm mounts and subframe for increased chassis stiffness.
- 1988 models require '89-95 rear lower control arms.
- Vehicles NOT equipped with stock rear bar require some OEM parts.
- Hybrid Coil-overs, front is rebuildable shock, rear is sealed shock.
- Some vehicles will require OEM upper strut bearing, adapter kit part number 66.0102 or Honda part number 51726-S5A-004.
- Front Struts fit OEM strut bearings or Ground Control camber plates ONLY.
- Mustang Aluminum Rear Lower Control Arms. Reduces lateral rear axle motion during cornering and launch.
- All vehicles not equipped with stock (OEM) rear anti-roll bar require Adapter Kit part number 65.0808.
- Mustang Adjustable Rear Panhard Bar, see Ford page for additional products.
- All vehicles will require OEM strut bearing, Adapter kit part number 66.0102 or (2) Honda part number 51726-S5A-004.
- Replacement rear lower control arms in development, part number 15.0807.
- Developed for track use only. This kit uses Delrin pivot bushings that may be noisy, and require regular maintenance.
- Caster/camber plates are not recommended for vehicles equipped with coil-overs.
- Early vehicles have horizontal endlink bolts, use part no. 61.0860. Later vehicles have vertical endlink bolts, use part no. 61.0861.

MOTORSPORTS

WINNING! THAT'S WHAT it's all about. PROGRESS Technology components have been part of winning combinations in many forms of production-based racing and track day participation.

The Progress Group would like to extend our thanks to all the teams and drivers that have made PROGRESS components part of their racing programs.

PROGRESS Competition Bearings/Bushings

MODEL	YEAR	DESCRIPTION	PART NO.	NOTES
HONDA				
Civic	88-91	Front lower control arms	18.1000	
	88-91	Front radius rod pivots	18.1001	
	92-95	Front lower control arm pivots	18.1003	B
	88-95	Rear lower control arm pivots	18.1002	A,C
	88-00	Rear trailing arm bushings	11.1003	D
	88-95	Lower shock mounts (F&R)	11.1002	A,D



- Legal for some SCCA Improved Touring, Production & GT classes and NASA Production classes
- Legal for NHRA Drag racing classes
- Eliminate the deflection of rubber or polyurethane bushings!
- Instant chassis response
- Zero-deflection, all-metal spherical bearings
- Press-in, no machining



Notes:

- A) 1988 Civic models need to retrofit 89-9 rear lower arms
- B) Front steel spherical, rear hard polyurethane
- C) Requires two pair
- D) Polyurethane replacements



"Our new 2005 Honda Insight Drag vehicle demands a suspension that is as technologically advanced and precise as the car itself. Progress suspension meets such strict criteria. Their ability to not

only build, but custom tune my suspension puts them in a class above the competition!"

'Bisi Ezerioha
World's fastest NA Unibody
9.82 @ 145.28 mph



Josh Sortor
SCCA ProSolo STX
04-05 National Champion