



PROGRESSIVE SPRING KIT

INSTALLATION PROCESS:

1. Break the jam nut fee and screw eyelet of shock.
2. Screw the adjuster on the eyelet all the way out to full soft (counter clockwise) If adjustable.
3. Remove the jam nut from the shock.
4. Remove the travel indicator O-ring, (you will not re-install this).
5. Install bump spring and retainers with the desired bump rubber in between the spring retainers.
6. Re-install the jam nut, ensuring it is screwed all the way on the shock.
7. Screw the eyelet onto the shaft until it stops, then back off approx. ¼ turn and tighten the jam nut.
8. Screw the adjuster in and out by hand making sure everything turns smoothly (you should have between 3 and 3 ½ turns of adjustment).
9. Once the shock is back on the car at ride height measure your bump gap with the driver in the car, and adjust with packers.

CAR TYPE	TRACK SIZE	CORNER	BUMP	SPRING	GAP
NON-WING MICRO	SMALL 1/6 MILE & UNDER	RR	(2) 40	50	3/4-1"
NON-WING MICRO	LARGER OR HIGH BANK	RR	(1) 40, (1) 50	75	3/4-1"
WING MICRO	SMALL 1/6 MILE & UNDER	LR	(2) 40	50	3/4-1"
WING MICRO	LARGER OR HIGH BANK	LR	(1) 40, (1) 50	75	3/4-1"
DIRT MIDGET	SMALL 1/4 MILE & UNDER	RR	(2) 40	100	1 1/2"
DIRT MIDGET	3/8 MILE AND UP	RR	(1) 40, (1) 50	150	1 1/2"
NON-WING SPRINT	SMALL 1/4 MILE & UNDER	RR	(2) 40	100	1 1/2"
NON-WING SPRINT	3/8 MILE AND UP	RR	(1) 40, (1) 50	150	1 1/2"
410 WING SPRINT CAR	SMALL 1/4 MILE & UNDER	LR	(1)40, (1) 50	100	2 3/4"
410 WING SPRINT CAR	SMALL 1/4 MILE & UNDER	RR	(2) 40	150	2"
410 WING SPRINT CAR	3/8 MILE AND UP	LR	(2) 40	150	2 1/2"
410 WING SPRINT CAR	3/8 MILE AND UP	RR	(1) 40, (1) 50	150	2"
305/360 WING SPRINT	SMALL 1/4 MILE & UNDER	LR	(2) 40	100	3"
305/360 WING SPRINT	SMALL 1/4 MILE & UNDER	RR	(2) 40	150	2"
305/360 WING SPRINT	3/8 MILE AND UP	LR	(1) 40, (1) 50	150	2 1/2"
305/360 WING SPRINT	3/8 MILE AND UP	RR	(1) 40, (1) 50	150	2"