PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit Harley Davidson 91-05 Dyna Models

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

This means there is the possibility of injury to yourself or others.

Caution

This means there is the possibility of damage to the vehicle.

Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Follow instructions in an authorized shop manual.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your Harley-Davidson manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is just off the ground and able to spin with light brake drag. The balance point is toward the front of the engine.
- Remove any accessories necessary to gain access to the fork caps and triple trees.
- If your bike is currently equipped with any type of fork lowering kit, such as a standard Progressive Suspension lowering kit or other, You MUST remove that kit before installing this Drop-In Kit. The Drop-In fork kit is designed to work ONLY with the Stock fork rebound or top out springs. **Figures 1 & 2**

Warning

Failure to remove existing fork lowering kit components will result in unsatisfactory performance and may lead to fork damage, loss of vehicle control and injury.

- Remove the handle bars if they are directly above the fork caps to allow for the removal of the fork springs.
- Loosen the pinch bolts on the upper triple clamp. Failure to do so will make fork cap removal very difficult and potentially damage the caps and or fork tubes. **Figure 3**
- Carefully remove the fork cap.

Warning

CAUTION The fork caps are under spring pressure and care must be taken as they are removed to avoid injury! Keep downward pressure on the caps as you unscrew the final threads, this will minimize the spring "jump" that will occur as soon as the cap is fully un-threaded. **BE CAREFUL!**

- Remove the stock fork spring. If your bike has washers and or spacers on top of the fork spring, remove those as well.
- For optimum performance we highly recommend the forks be thoroughly cleaned and new fork oil installed per your authorized Harley-Davidson manual.

Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So with the fork springs removed, lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- Determine the correct PVC spacer length for your year model bike - and the approximate amount you would like to lower the forks - from the Chart in **Figure 4**.You may need to cut the supplied spacer to your proper length.
- With the front forks fully extended again, insert the Drop-In Fork Spring into the fork tube, then insert the Drop-In Compensation Spring, Washer and PVC spacer. **Figure 5**
- Reinstall the fork cap. The design of this kit makes this very easy as the only spring pressure you will feel during cap installation is from the Drop-In Compensation Spring which is only a light pressure by design.
- Tighten the fork cap, the triple clamp pinch bolts and reinstall the handle bars and any accessories removed according to their manufacturers instructions.
- Remove motorcycle from lift and re-check all fasteners for proper tightness.

FINE TUNING

- Front ride height can be adjusted by changing the PVC spacer length. We recommend making changes in .25" increments - being certain not to make your spacer either longer than the **1" lower** length, or shorter than the **2" lower** length spacers specified for your model in **Figure 4**.
- A longer spacer will raise the front end, a shorter spacer will lower the front end.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

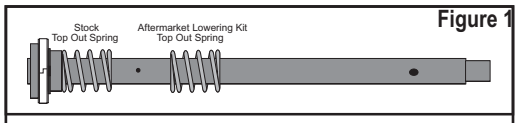

Figure 1

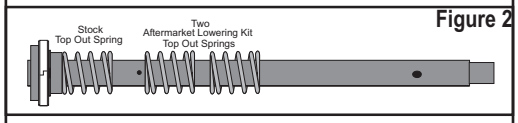

Figure 2

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components, such as the 1 or 2 additional top out springs illustrated above. Additional top out springs are common in many such kits.

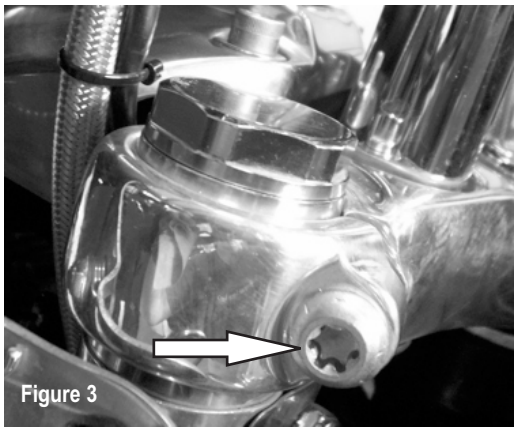
Figure 3

Figure 4 **PVC SPACER LENGTH**
DO NOT INSTALL ON WIDE GLIDE MODELS

YEAR	Model	1" Lower	2" Lower
1991-1992	FXD/B/C	5.75"	4.75"
1993-2000	FXDL & FXDS-CON	5.75"	4.75"
2001-2004	FXDL	5.25"	4.25"
1995-2005	FXD/C	5.25"	4.25"
1999-1999	FXDX	5.75"	4.75"

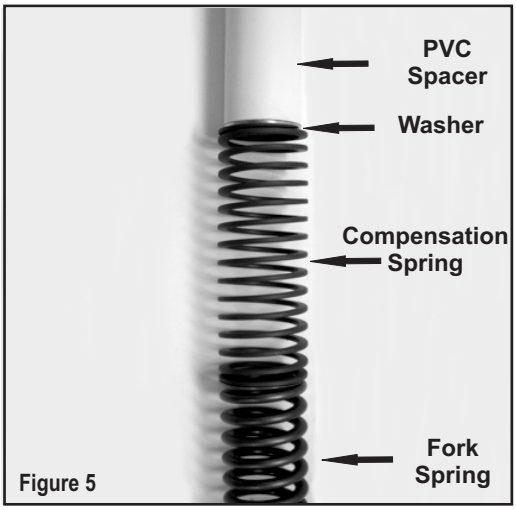

Figure 5

PROGRESSIVE suspension

Installation Instructions
"Drop-In" Fork Lowering Kit
06-17 FXD\B\C\F\L\WG & 35 Dyna Models
08-11 FXCW/C "Rocker" Models

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Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Follow instructions in an authorized shop manual

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your Harley-Davidson manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is just off the ground and able to spin with light brake drag. The balance point is toward the front of the engine.
- If your bike is currently equipped with any type of fork lowering kit, such as a standard Progressive Suspension lowering kit or other, You MUST remove that kit before installing this Drop-In Kit. The Drop-In fork kit is designed to work ONLY with the Stock fork rebound or top out springs. **Figures 1 & 2**

Warning

Failure to remove existing fork lowering kit components will result in unsatisfactory performance and may lead to fork damage, loss of vehicle control and injury.

DYNA GLIDE ONLY:

- Remove any accessories necessary to gain access to the fork caps and triple trees. Remove the handle bars if they are directly above the fork caps to allow for the removal of the fork springs.
- Loosen the pinch bolts on the upper triple clamp. Failure to do so will make fork cap removal very difficult and potentially damage the caps and or fork tubes. **Figure 3**
- Carefully remove the fork cap.

Warning

CAUTION The fork caps are under spring pressure and care must be taken as they are removed to avoid injury! Keep downward pressure on the caps as you unscrew the final threads, this will minimize the spring "jump" that will occur as soon as the cap is fully un-threaded. **BE CAREFUL!**

FXCW ROCKER ONLY:

- Per the instructions in an authorized shop manual remove the forks from your motorcycle. This will entail removing the wheel, fender, and possibly several other items depending on the model - again, refer to an authorized shop manual for removal of these components.
- Clamping the fork near where the lower triple-clamp would be - using "soft-jaws" and being careful not to scratch or damage the fork tube - carefully remove the fork cap.

Warning

CAUTION The fork caps are under spring pressure and care must be taken as they are removed to avoid injury! Keep downward pressure on the caps as you unscrew the final threads, this will minimize the spring "jump" that will occur as soon as the cap is fully un-threaded. **BE CAREFUL!**

ROCKERS & DYNAS:

- Remove the stock fork spring, washers and spacers. You will reuse the stock washers.
- For optimum performance we highly recommend the forks be thoroughly cleaned and new fork oil installed per your authorized Harley-Davidson manual.

Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So with the fork springs removed, forks installed, lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- Determine the correct PVC spacer length for your year model bike - and the approximate amount you would like to lower your forks - from the Chart in **Figure 4**.You may need to cut the supplied spacer to your proper length.
- With the front forks fully extended again, insert the Drop-In Fork Spring into the fork tube, then insert the Drop-In Compensation Spring, Washer and PVC spacer. **Figure 5**
- Reinstall the fork cap. The design of this kit makes this very easy as the only spring pressure you will feel during cap installation is from the Drop-In Compensation Spring which is only a light pressure by design.
- On Dynas, tighten the fork cap, the triple clamp pinch bolts and reinstall the handle bars and any accessories removed according to their manufacturers instructions. Likewise, on Rockers reinstall forks and all other components removed per authorized service manual.
- Remove motorcycle from lift and re-check all fasteners for proper tightness.

FINE TUNING

- Front ride height can be adjusted by changing the PVC spacer length. We recommend making changes in .25" increments - being certain not to make your spacer either longer than the 1" lower length, or shorter than the 2" lower length spacers specified for your model in Figure 4.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

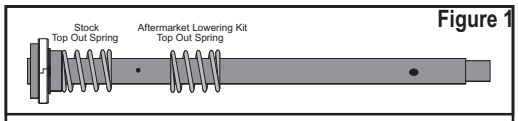

Figure 1

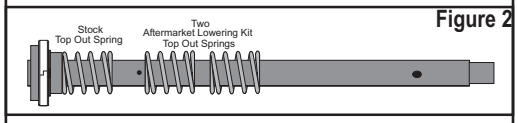

Figure 2

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components, such as the 1 or 2 additional top out springs illustrated above. Additional top out springs are common in many such kits.

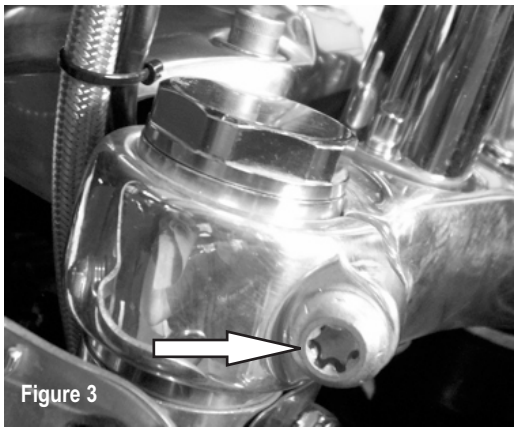

Figure 3

YEAR		1" Lower	2" Lower
2006-2017	FXD\B\C\L\35	1.50"	.50"
2006-2008	FXDWG	4.00"	3.00"
2010-2017	FXDWG	2.25"	1.25"
2008-2011	FXCW/C	.25"	N/A
2008-2017	FXDF	2.50"	1.50"

Figure 4

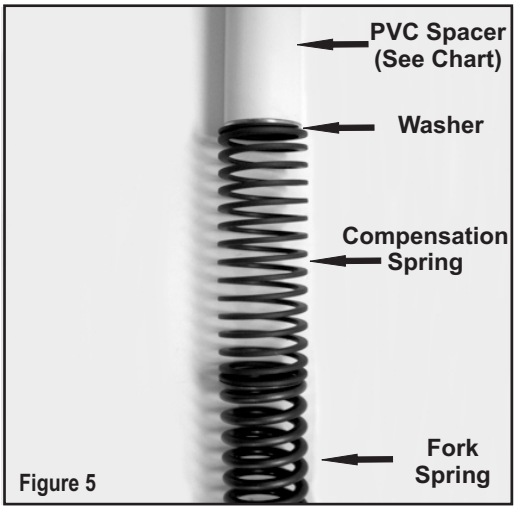

Figure 5

PROGRESSIVE suspension

Installation Instructions
"Drop-In" Fork Lowering Kit
84-15 FXST/FLST, 13-15 FLS, 80-01 FLH/FLT, 02-05 FLHR, 06-13 FLH/FLT (not Tri-Glide), 80-86 FXWG, 93-05 FXDWG

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Caution

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Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Follow instructions in an authorized shop manual.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your Harley-Davidson manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Per the instructions in an authorized shop manual remove the forks from the motorcycle. This will entail removing the wheel, fender, and possibly several other items depending on the model - again, refer to an authorized shop manual for the removal of these components.
- If your bike is currently equipped with any type of fork lowering kit, such as a standard Progressive Suspension lowering kit or other, You MUST remove that kit before installing this Drop-In Kit. The Drop-In fork kit is designed to work ONLY with the Stock fork rebound or top out springs. Figures 1 & 2

Warning

Failure to remove existing fork lowering kit components will result in unsatisfactory performance and may lead to fork damage, loss of vehicle control and injury.

- Clamping the fork near where the lower triple-clamp would be – using "soft-jaws" and being careful not to scratch or damage the fork tube – carefully remove the fork cap.

Warning

CAUTION The fork caps are under spring pressure and care must be taken as they are removed to avoid injury! Keep downward pressure on the caps as you unscrew the final threads, this will minimize the spring "jump" that will occur as soon as the cap is fully un-threaded BE CAREFUL!

- Remove the stock fork spring. If your bike has washers and or spacers on top of the fork spring, remove those as well.
- For optimum performance we highly recommend the forks be thoroughly cleaned and new fork oil installed per your authorized Harley-Davidson manual.

Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- Determine the correct PVC spacer length for your year model bike - and the approximate amount you would like to lower your forks - from the Chart in Figure 3. You may need to cut the supplied spacer to your proper length.
- With the front forks fully extended, insert the Drop-In Fork Spring into the fork tube, then insert the Drop-In Compensation Spring, Washer and PVC spacer and another Washer. Figure 4
- Reinstall the fork cap. The design of this kit makes this very easy as the only spring pressure you will feel during cap installation is from the Drop-In Compensation Spring which is only a light pressure by design. Torque fork cap and reinstall forks, fender, wheel, and all other components per an authorized shop manual.
- Remove motorcycle from lift and re-check all fasteners for

FINE TUNING

- Front ride height can be adjusted by changing the PVC spacer length. We recommend making changes in .25" increments - being certain not to make your spacer either longer than the 1" lower length, or shorter than the 2" lower length spacers specified for your model in Figure 3.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

Figure 1

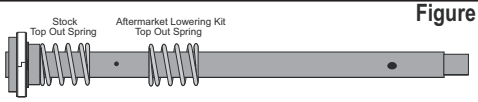
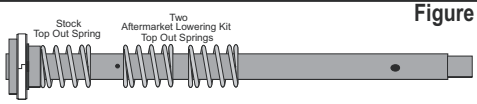


Figure 2



Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components, such as the 1 or 2 additional top out springs illustrated above. Additional top out springs are common in many such kits.

YEAR		1" Lower	2" Lower
1980-1996	FLH/FLT 5 speed	0.75"	N/A
2002-2005	FLHR	1.75"	0.75"
1997-2001	FLH/FLT 5 speed	1.75"	0.75"
2006-2008	FLHR	0.50"	N/A
2006-2008	FLH/FLT (not RK)	0.50"	N/A
2009-2013	FLH/FLT (not Tri-Glide)	1.00"	0.00"
2013-2015	FLS	4.00"	3.00"
1984-2015	FLST	4.00"	3.00"
1984-2015	FXST	5.50"	4.50"
1980-1986	FXWG	4.75"	3.75"
1993-2005	FXDWG	4.75"	3.75"

Figure 3

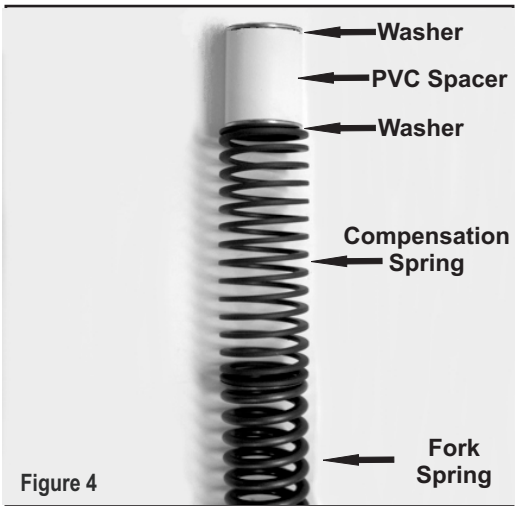


Figure 4

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit 02-05 FLHT/FLT

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

This means there is the possibility of injury to yourself or others.

Caution

This means there is the possibility of damage to the vehicle.

Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Follow instructions in an authorized shop manual.

The 2002-2005 FLHT/FLT models are equipped with a damper-rod type fork on right side and a cartridge fork on the left side. The springs included in this kit have been designed to both be installed in the damper-rod/right fork only, and deliver optimum performance in conjunction with the stock spring in the left fork. No modification to the left fork is required.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your Harley-Davidson manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Per the instructions in a an authorized shop manual remove only the right fork (non-cartridge type) from the motorcycle. This will entail removing the wheel, fender, and possibly several other items depending on the model - again, refer to an authorized shop manual for the removal of these components.
- If your bike is currently equipped with any type of fork lowering kit, such as a standard Progressive Suspension lowering kit or other, You MUST remove that kit before installing this Drop-In Kit. The Drop-In fork kit is designed to work ONLY with the Stock fork rebound or top out springs. **Figures 1 & 2**

Warning

Failure to remove existing fork lowering kit components will result in unsatisfactory performance and may lead to fork damage, loss of vehicle control and injury.

- Clamping the fork near where the lower triple-clamp would be - using "soft-jaws" and being careful not to scratch or damage the fork tube - carefully remove the fork cap.

Warning

CAUTION The fork cap is under spring pressure and care must be taken as it is removed to avoid injury! Keep downward pressure on the cap as you unscrew the final threads, this will minimize the spring "jump" that will occur as soon as the cap is fully un-threaded

BE CAREFUL!

- Remove the stock fork spring. If your bike has washers and or spacers on top of the fork spring, remove those as well.
- For optimum performance we highly recommend the forks be thoroughly cleaned and new fork oil installed per your authorized Harley-Davidson manual.

Caution

- While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed for both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- Determine the correct PVC spacer length for your year model bike - and the approximate amount you would like to lower your forks - from the Chart in **Figure 3**. You may need to cut the supplied spacer to your proper length.
- With the front fork fully extended, insert the Drop-In Fork Spring into the fork tube, then insert the Drop-In Compensation Spring, Washer and PVC spacer and another Washer. **Figure 4**
- Reinstall the fork cap. The design of this kit makes this very easy as the only spring pressure you will feel during cap installation is from the Drop-In Compensation Spring which is only a light pressure by design. Torque fork cap and reinstall fork, fender, wheel, and all other components per an authorized shop manual.
- Remove motorcycle from lift and re-check all fasteners for proper tightness.

FINE TUNING

- Front ride height can be adjusted by changing the PVC spacer length. We recommend making changes in .25" increments - being certain not to make your spacer either longer than the 1" lower length, or shorter than the 2" lower length spacers specified for your model in Figure 3.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

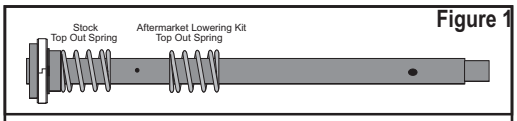


Figure 1

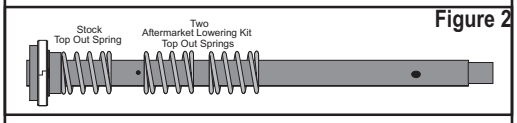


Figure 2

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components, such as the 1 or 2 additional top out springs illustrated above. Additional top out springs are common in many such kits.

CHART

PVC SPACER LENGTH

YEAR		1" Lower	1.6" Lower
2002-2005	FLH/FLT	0.56"	0.00"

Figure 3

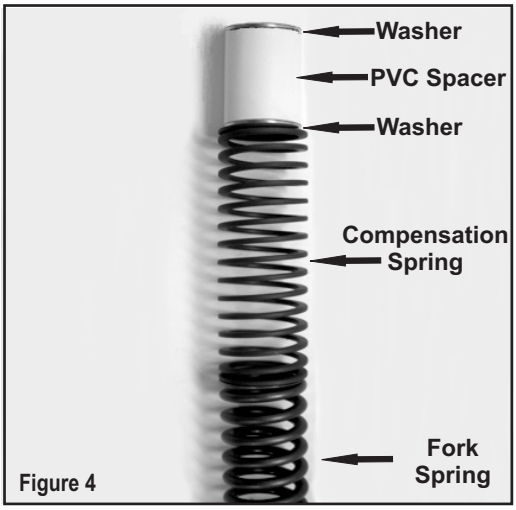


Figure 4

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit 02-08 VTX1800C/N/R/S/T

ATTENTION

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Note

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Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that relates to your particular make, model and year motorcycle.

The Honda VTX 1800 has a unique inverted type front fork. The right fork is a typical cartridge fork, but the left fork is not. The left fork requires a Honda special tool (part number 07VMA-MZ0010A) to remove the fork spring. If you do not have this special tool, a qualified Dealer with the tool, can perform the job.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove fork springs according to instructions contained in your factory authorized shop manual.

Note

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed. The recommended fork oil viscosity as noted in a factory authorized manual is 10wt (Honda Pro Ss8). See fine tuning for more information. Fork oil level/volume should be checked according to the steps outlined in your authorized shop manual. Measurement of your fork oil by level is the preferred method. However, some manuals only specify a volume measurement.

- The Progressive Suspension "Drop-In" fork springs are a direct replacement of your stock springs, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring.

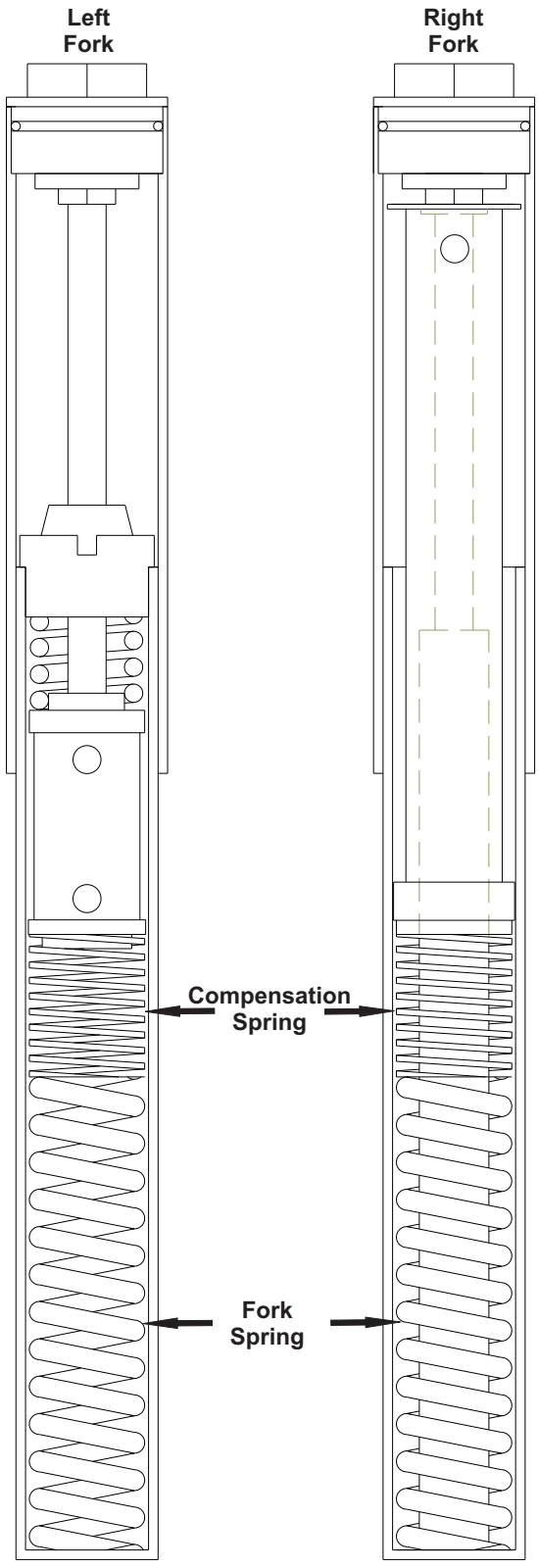
Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed for both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- First install the new Drop-in fork springs into the forks. Then install the compensation springs (one in each fork) and reassemble the forks as normal – using the stock preload collars and all other components (see illustration).
- You'll notice the initial preload force generated by the new spring combination is much less making the forks easier to assemble. This is by design.
- Torque fork cap and reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness.
- To compliment your suspension, we recommend installing a pair of our 412 Series Gas Shocks, 418 Series Aluminum Shocks, 430 shocks, 440 Series IAS Shocks or 812 Series Gas Shocks.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

FINE TUNING

- Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 5 weight increments (i.e. from 10 weight to 15 weight.) Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively..



(Illustration NOT to scale)

PROGRESSIVE suspension

Installation Instructions
"Drop-In" Fork Lowering Kit
99-09 Suzuki GSX1300R Hayabusa
06-10 Kawasaki ZX-1400 Ninja

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

This means there is the possibility of injury to yourself or others.

Caution

This means there is the possibility of damage to the vehicle.

Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that relates to your particular make, model and year motorcycle.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove fork springs according to instructions contained in your factory authorized shop manual.

Note

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed. See fine tuning for more information. Fork oil level/volume should be checked according to the steps outlined in your authorized shop manual. Measurement of your fork oil by level is the preferred method. However, some manuals only specify a volume measurement.

- The Progressive Suspension "Drop-In" fork spring kit is a direct replacement of your stock springs, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring. Depending on your application, you may need to replace the stock spring spacers with the spacers provided in the kit or re-use or shorten the stock spacers as indicated.

Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed from both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. through the full range of steering - lock to lock. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

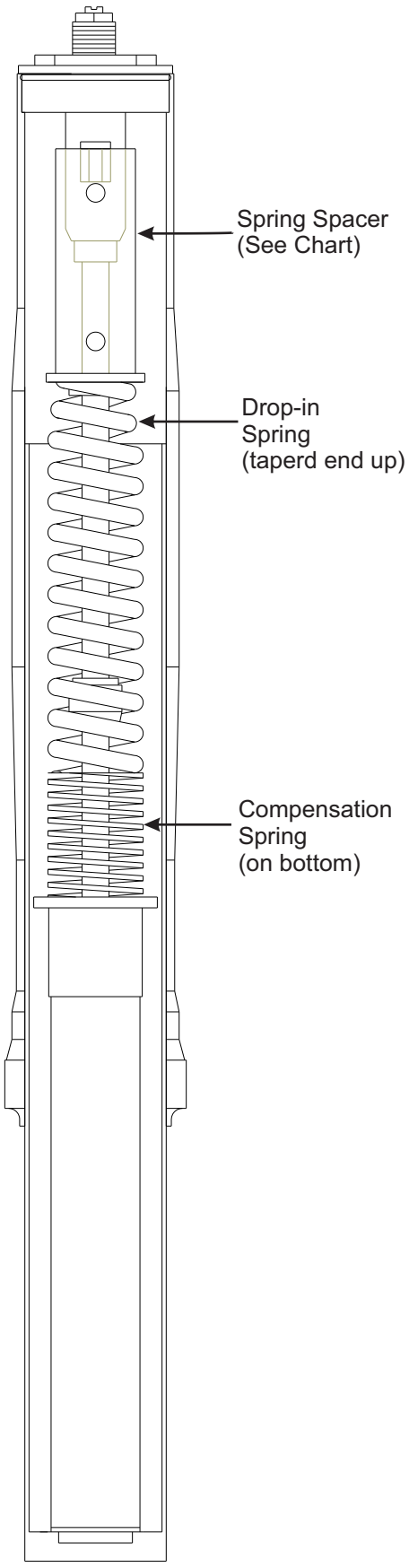
- First install the compensation springs (one in each fork) into the forks. Then install the new Drop-in fork springs (one in each fork) with the tapered end up and reassemble the forks as normal – being certain to **use the spring spacer for your bike as indicated in the chart below**. Other than that, use all other stock components (see illustration).
- You'll notice the initial preload force generated by the new spring combination is much less making the forks easier to assemble. This is by design.
- The recommend setting for the adjustable preload fork caps is approximately in the middle - with 3 to 4 lines showing.
- Torque fork cap and reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

Spring Spacer Chart

Year	Bike	Spacer to Use
1999-2007	Suzuki GSX1300R	Provided in Kit
2008-2009	Suzuki GSX1300R	Re-use Stock
2006-2010	Kawasaki ZX14 Ninja	Re-use Stock

FINE TUNING

- Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 2.5 weight increments (i.e. from 2.5 weight to 5 weight.) Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively..
- Ride Height: This can be fine tuned through the use of the adjustable fork caps. Turning the adjusters clockwise will raise the front end and turning counter-clockwise will lower it.



(Illustration NOT to scale)

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit 06-09 Suzuki VZR1800 M109R

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

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Caution

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Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that relates to your particular make, model and year motorcycle.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove fork springs according to instructions contained in your factory authorized shop manual.

Note

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed. See fine tuning for more information. Fork oil level/volume should be checked according to the steps outlined in your authorized shop manual. Measurement of your fork oil by level is the preferred method. However, some manuals only specify a volume measurement.

- The Progressive Suspension "Drop-In" fork spring kit is a direct replacement of your stock springs, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring. You will re-use the stock spacers as indicated.

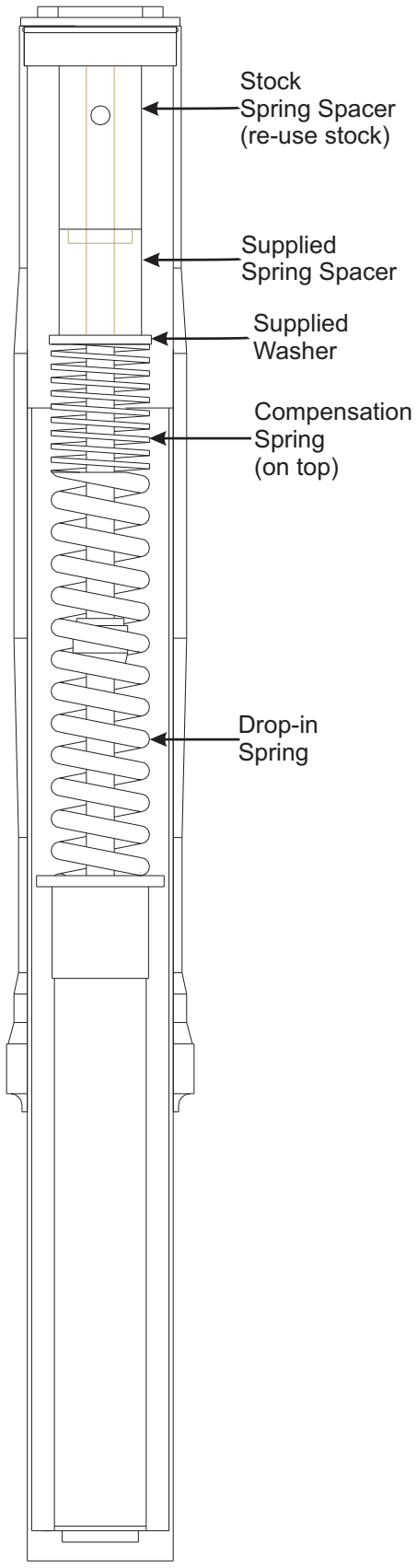
Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed from both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. through the full range of steering - lock to lock. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- In each fork leg, first install one of the Drop-in fork springs into the fork. Then install one of the new compensation springs, followed by one of the supplied washers, then one of the supplied spacers, and finally one of the stock spring spacers and reassemble the forks as normal using all other stock components (see illustration).
- You'll notice the initial preload force generated by the new spring combination is much less making the forks easier to assemble. This is by design.
- Torque fork cap and reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

FINE TUNING

- Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 2.5 weight increments (i.e. from 2.5 weight to 5 weight.) Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively..



(Illustration NOT to scale)

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit 2009-Later* Harley Davidson VRSCF 2012-Later* Harley Davidson VRSCDX

ATTENTION

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Caution

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Note

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Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that relates to your particular make, model and year motorcycle.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized manual as a reference while installing this kit.
- Lift and support the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove fork springs according to instructions contained in your factory authorized shop manual. The removal of the fork spring in the right fork will require a special "inner fork nut" tool - Harley Davidson part number HD-47852 or equivalent.

Note

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed. See fine tuning for more information. Fork oil level/volume should be checked according to the steps outlined in your authorized shop manual. Measurement of your fork oil by level is the preferred method. However, some manuals only specify a volume measurement.

- The Progressive Suspension "Drop-In" fork spring kit is a direct replacement of your stock springs, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring. You will re-use the stock spacers as indicated.

Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed from both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. through the full range of steering - lock to lock. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- Before installing the new fork springs, it's important to check the fluid level in the forks - see FINE TUNING below.
- Using the chart below, choose the approximate amount you'd like to lower your forks and use the indicated length spacers to do this. You may have to cut the included spacers.

Year	Model	1" Lower
2009-Later*	VRSCF	5.75" Spacer
2012-Later*	VRSCDX	5.75" Spacer

- In each fork leg, first install one of the Drop-in fork springs into the fork - reduced diameter coil end down. Then install one of the new compensation springs, followed by one of the supplied spacers (cut to length, if needed), and finally the proper stock spring spacer (shorter one in right fork, longer one in the left) and reassemble the forks as normal using all other stock components (see illustration).
- You'll notice the initial preload force generated by the new spring combination is much less making the forks easier to assemble. This is by design.
- Torque the inner fork nut and fork caps and reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

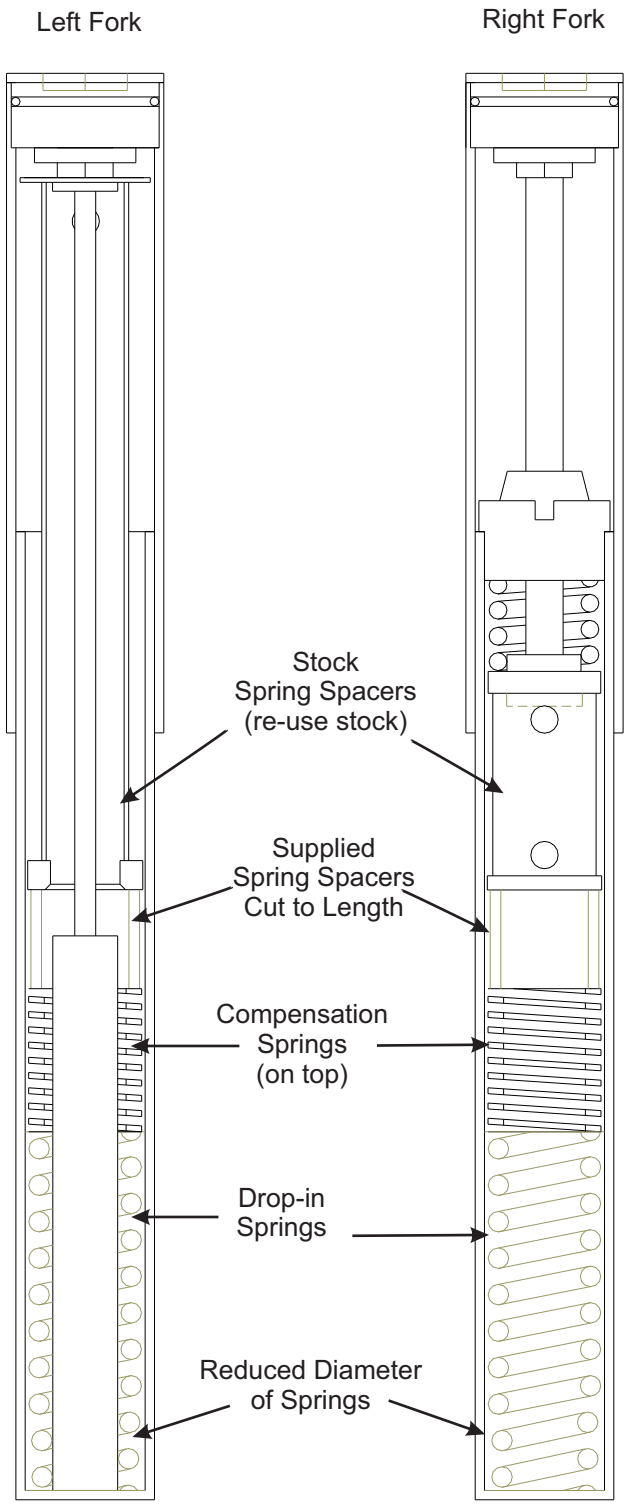
FINE TUNING

- Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 2.5 weight increments (i.e. from 10 weight to 12.5 weight.) Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively.

  Factory recommended viscosity: 10wt

  Factory recommended oil level: 87mm-left & 99mm-right

  (springs removed, fork completely compressed, from top of tube)



(Illustration NOT to scale)

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit 08-09 Suzuki GSX750R 07-08 Suzuki GSX1000R 2005, 08-15 Yamaha R6

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

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Caution

This means there is the possibility of damage to the vehicle.

Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that relates to your particular make, model and year motorcycle.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove fork springs according to instructions contained in your factory authorized shop manual.

Note

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed. See fine tuning for more information. Fork oil level/volume should be checked according to the steps outlined in your authorized shop manual. Measurement of your fork oil by level is the preferred method. However, some manuals only specify a volume measurement.

- The Progressive Suspension "Drop-In" fork spring kit is a direct replacement of your stock springs, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring. The stock preload collars will be re-used on the models noted above, and the supplied preload spacers will also be used on the GSX750R models (not the R6's).

Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed for both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- First install the new Drop-in fork springs (one in each fork).
- Depending on which model bike you're installing the kit on, next you may install the supplied preload .50" spacers ("B") into the forks (one in each fork) - NOT all models use these supplied spacers, SEE CHART BELOW.
- Then install the compensation springs (one in each fork).
- Finally the stock preload collar/spacers ("A") - which may require modification of the active length by cutting, SEE CHART BELOW. If cutting is required, do so from the top of the collar/spacer leaving the indexing shoulder at the bottom and cut as square/straight as possible.
- Reassemble the forks as normal (see illustration).
- You'll notice the initial preload force generated by the new spring combination is much less making the forks easier to assemble. This is by design.
- Torque fork cap and reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

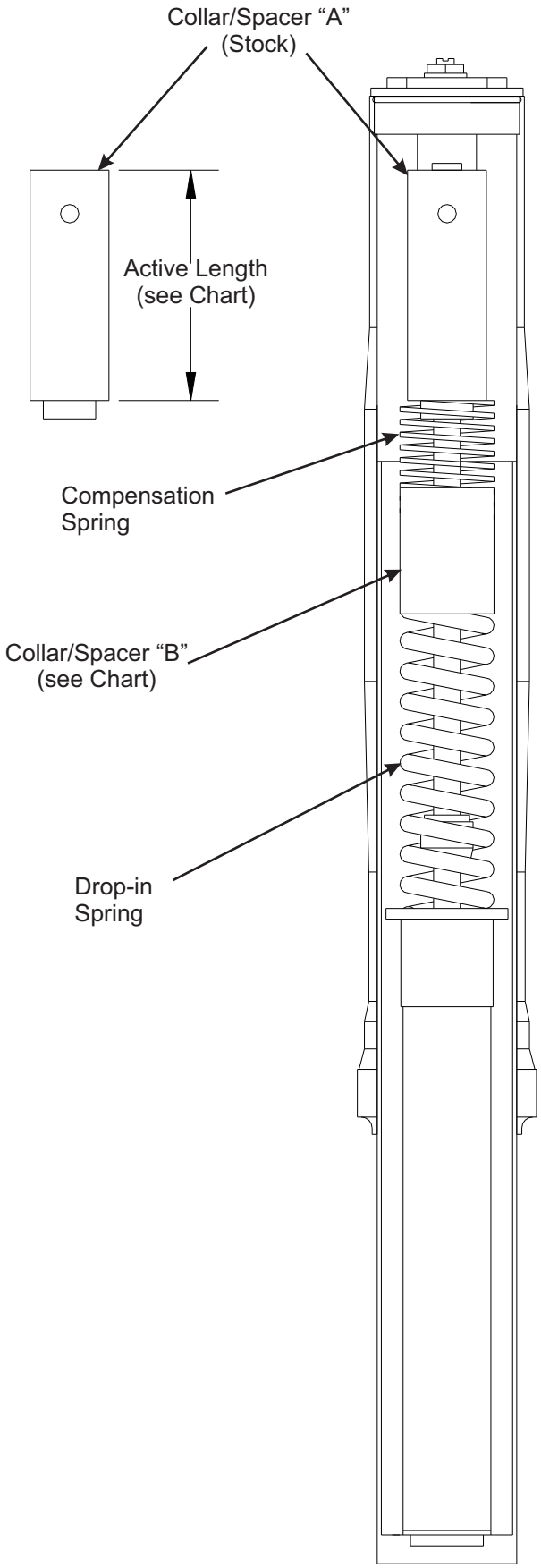
SPACER CHART

	Spacer "A"	Spacer "B"
08-09 GSX750R----	re-use, stock length ---------	.50" supplied spacer
07-08 GSX1000R---	re-use, cut to 5.50"* ----------	not used
05, 08-15 R6 --------	re-use, stock length ----------	not used

*Active length, see illustration, cut from top.

FINE TUNING

- Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 2.5 weight increments (i.e. from 2.5 weight to 5 weight.) Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively..
- Ride Height: This can be fine tuned through the use of the adjustable fork caps. Turning the adjusters clockwise will raise the front end and turning counter-clockwise will lower it.



(Illustration NOT to scale)

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit 02-09 XV17P Road Star Warrior

ATTENTION

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Warning

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Caution

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Note

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Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that relates to your particular make, model and year motorcycle.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove fork springs according to instructions contained in your factory authorized shop manual.

Note

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed. See fine tuning for more information. Fork oil level/volume should be checked according to the steps outlined in your authorized shop manual. Measurement of your fork oil by level is the preferred method. However, some manuals only specify a volume measurement.

- The Progressive Suspension "Drop-In" fork spring kit is a direct replacement of your stock springs, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring. The stock preload collars will be re-used.

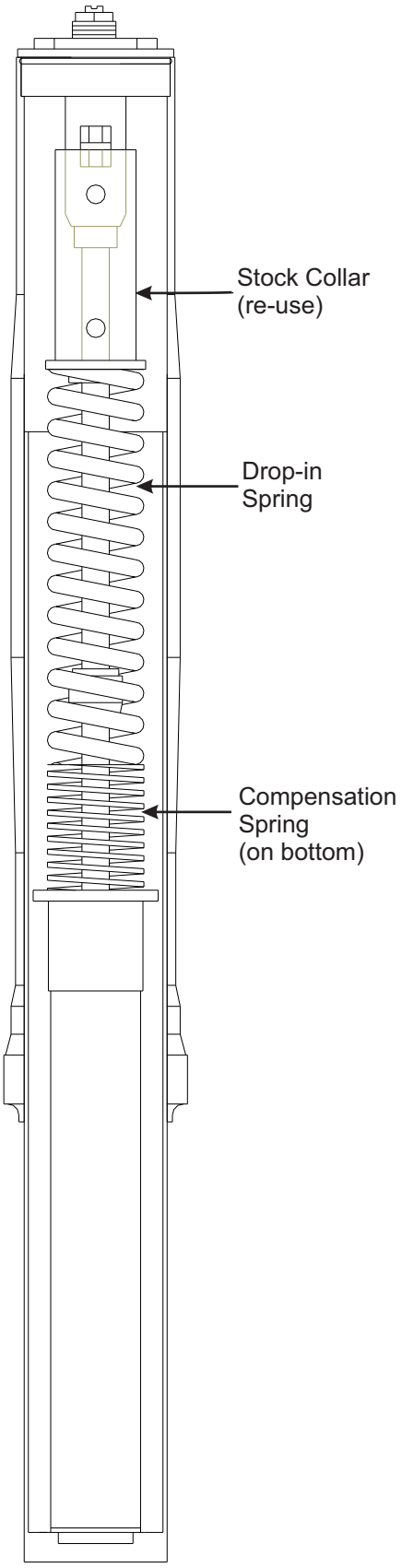
Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed for both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- First install the compensation springs (one in each fork) into the forks. Then install the new Drop-in fork springs (one in each fork) and reassemble the forks as normal using stock collars as well as all other stock components (see illustration).
- You'll notice the initial preload force generated by the new spring combination is much less making the forks easier to assemble. This is by design.
- The recommend setting for the adjustable preload fork caps is approximately in the middle.
- Torque fork cap and reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

FINE TUNING

- Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 2.5 weight increments (i.e. from 2.5 weight to 5 weight.) Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively..
- Ride Height: This can be fine tuned through the use of the adjustable fork caps. Turning the adjusters clockwise will raise the front end and turning counter-clockwise will lower it.



(Illustration NOT to scale)

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit 2009-2011 Yamaha YZFR1 R1

ATTENTION

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Caution

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Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that relates to your particular make, model and year motorcycle.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove fork springs according to instructions contained in your factory authorized shop manual.

Note

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed. See fine tuning for more information. Fork oil level/volume should be checked according to the steps outlined in your authorized shop manual. Measurement of your fork oil by level is the preferred method. However, some manuals only specify a volume measurement.

- The Progressive Suspension "Drop-In" fork spring kit is a direct replacement of your stock springs, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring. Depending on your application, you may need to replace the stock spring spacers with the spacers provided in the kit or re-use or shorten the stock spacers as indicated.

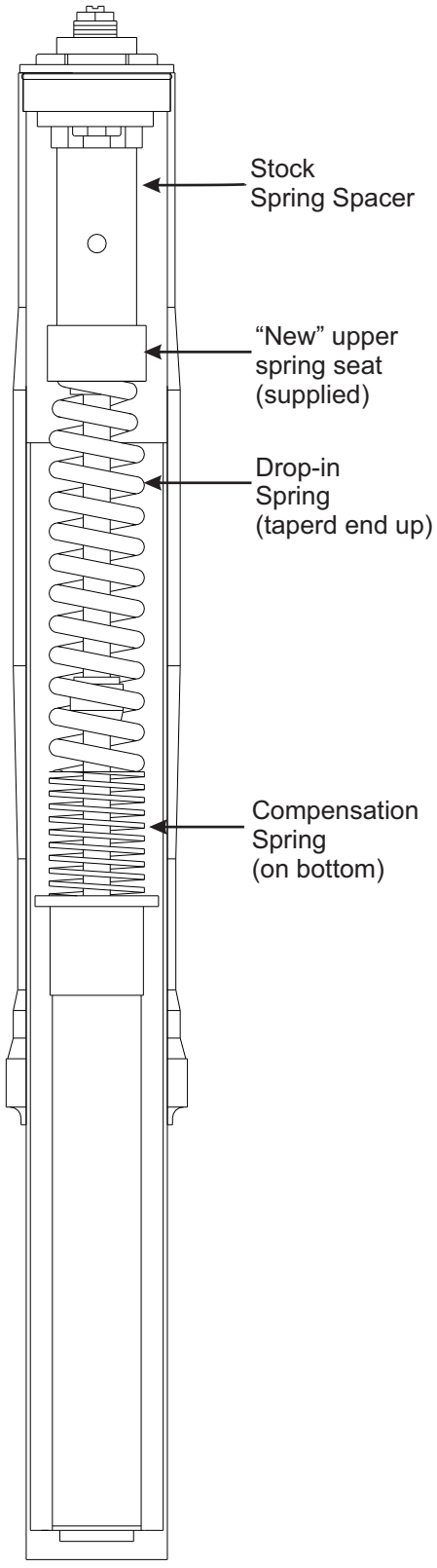
Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed from both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. through the full range of steering - lock to lock. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- First install the compensation springs (one in each fork) into the forks. Then install the new Drop-in fork springs (one in each fork) with the tapered end up and install the supplied aluminum upper spring seat - replacing the stock upper spring seat. Reassemble the forks as normal – being certain to use the stock unmodified spacer in conjunction with the already installed components. (see illustration).
- You'll notice the initial preload force generated by the new spring combination is much less making the forks easier to assemble. This is by design.
- The recommend setting for the adjustable preload fork caps is approximately in the middle - with 3 to 4 lines showing.
- Torque fork cap and reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

FINE TUNING

- Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 2.5 weight increments (i.e. from 2.5 weight to 5 weight.) Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively..
- Ride Height: This can be fine tuned through the use of the adjustable fork caps. Turning the adjusters clockwise will raise the front end and turning counter-clockwise will lower it.



(Illustration NOT to scale)

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit 2009-Later* Yamaha FZ6R

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

This means there is the possibility of injury to yourself or others.

Caution

This means there is the possibility of damage to the vehicle.

Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that relates to your particular make, model and year motorcycle.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove fork springs according to instructions contained in your factory authorized shop manual.

Note

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed. See fine tuning for more information. Fork oil level should be measured with the fork spring(s) removed and the fork completely compressed. The measurement from the top edge of the fork tube to the fluid level should be 6" inches - ***NEVER add more fluid that would reduce this measurement to less than 6" inches or damage will result.***

- The Progressive Suspension "Drop-In" fork spring kit is a direct replacement of your stock springs and spring spacers, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring. You will also use a combination of the supplied spacers and stock washers as indicated.

Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed from both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. through the full range of steering - lock to lock. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- Before installing the new springs and spacers, it is crucial that you make sure the fluid level is correct. To check the fluid level properly you must have the springs and spacers removed and the fork completely compressed. You then measure from the top of the fork tube to the fluid level - the recommend measurement is 6" inches. Add or remove fluid to achieve this measurement.

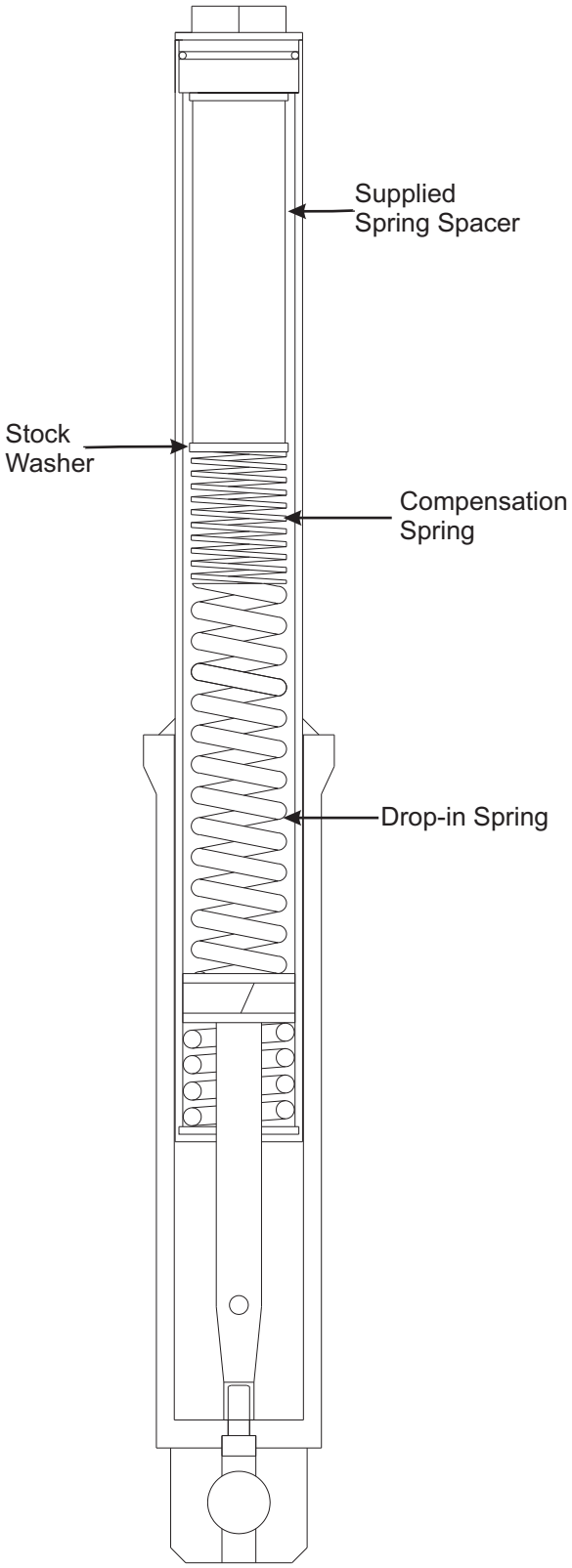
Caution

NEVER ADD TOO MUCH FLUID RESULTING IN A <u>MEASUREMENT</u> LESS THAN 6" INCHES.

- In each fork leg, first install one of the Drop-in fork springs into the fork. Then install one of the new compensation springs. Then one of the stock washers, followed by one the supplied spacers (see illustration).
- Reinstall the fork cap. You'll notice the initial preload force generated by the new spring combination is much less making the forks easier to assemble. This is by design.
- Torque fork cap and reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

FINE TUNING

- Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 2.5 weight increments (i.e. from 2.5 weight to 5 weight.) Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively..



(Illustration NOT to scale)

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit 2009-Later* Yamaha VXS95 V-Star 950

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

This means there is the possibility of injury to yourself or others.

Caution

This means there is the possibility of damage to the vehicle.

Note

Information of particular importance has been placed in italics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that relates to your particular make, model and year motorcycle.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove fork springs according to instructions contained in your factory authorized shop manual.

Note

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed. See fine tuning for more information. Fork oil level should be measured with the fork spring(s) removed and the fork completely compressed. The measurement from the top edge of the fork tube to the fluid level should be 6.5" inches - ***NEVER add more fluid that would reduce this measurement to less than 6.5" inches or damage will result.***

- The Progressive Suspension "Drop-In" fork spring kit is a direct replacement of your stock springs and spring spacers, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring. You will also use a combination of the supplied spacers and washers as indicated.

Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed from both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. through the full range of steering - lock to lock. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- Before installing the new springs and spacers, it is crucial that you make sure the fluid level is correct. To check the fluid level properly you must have the springs and spacers removed and the fork completely compressed. You then measure from the top of the fork tube to the fluid level - the recommend measurement is 6.5" inches. Add or remove fluid to achieve this measurement.

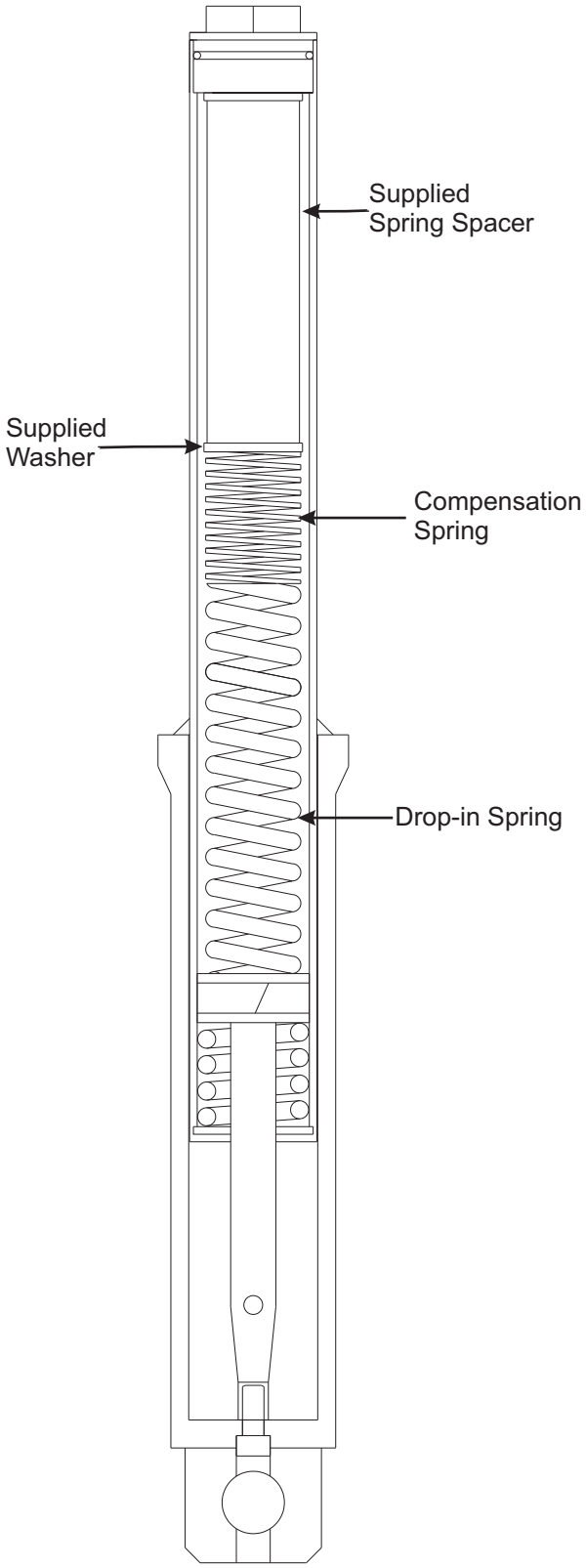
Caution

NEVER ADD TOO MUCH FLUID RESULTING IN A <u>MEASUREMENT</u> LESS THAN 6.5" INCHES.

- In each fork leg, first install one of the Drop-in fork springs into the fork. Then install one of the new compensation springs. Then one of the supplied washers, followed by one the supplied spacers (see illustration).
- Reinstall the fork cap. You'll notice the initial preload force generated by the new spring combination is much less making the forks easier to assemble. This is by design.
- Torque fork cap and reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

FINE TUNING

- Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 2.5 weight increments (i.e. from 2.5 weight to 5 weight.) Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively..



(Illustration NOT to scale)

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit 2011-Later* Kawasaki Vaquero

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

This means there is the possibility of injury to yourself or others.

Caution

This means there is the possibility of damage to the vehicle.

Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that relates to your particular make, model and year motorcycle.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove fork springs according to instructions contained in your factory authorized shop manual.

Note

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new 20WT fork oil installed. See fine tuning for more information. Fork oil level should be measured with the fork spring(s) removed and the fork completely compressed. The measurement from the top edge of the fork tube to the fluid level should be 7.68" (195mm)

Caution

NEVER add more fluid that would reduce this measurement to less than 7.68" (195mm) or fork damage may occur.

- The Progressive Suspension "Drop-In" fork spring kit is a direct replacement of your stock springs and spring spacers, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring. You will also use a combination of the supplied spacers and flat washers as indicated.

Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed from both forks, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. through the full range of steering - lock to lock. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- Before installing the new springs and spacers, it is crucial that you make sure the fluid level is correct. To check the fluid level properly you must have the springs and spacers removed and the fork completely compressed. You then measure from the top of the fork tube to the fluid level - the recommend measurement is 7.68" (195MM). Add or remove fluid to achieve this measurement. We recommend 20WT fork oil.

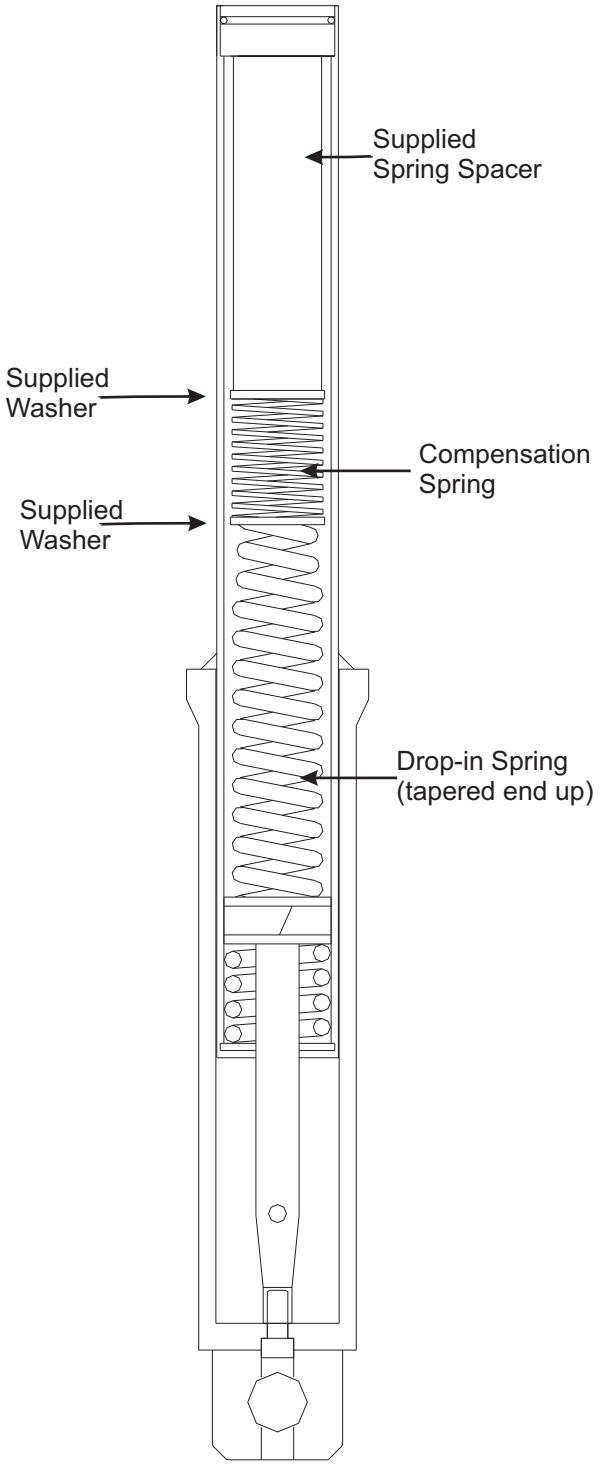
Caution

NEVER ADD TOO MUCH FLUID RESULTING IN A <u>MEASUREMENT</u> LESS THAN 7.68" (195MM).

- In each fork leg, first install one of the Drop-in fork springs- tapered end up - into the fork. Then install one of the supplied washers followed by one of the new compensation springs. Then one of the supplied washers, followed by one of the supplied spacers (See illustration).
- Reinstall the fork cap and retaining ring. You'll notice the initial preload force generated by the new spring combination is much less making the forks easier to assemble. This is by design.
- Reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

FINE TUNING

- Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 5 weight increments (i.e. from 15 weight to 20 weight.) Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively..



(Illustration NOT to scale)

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit Harley Davidson Dyna FLD

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

This means there is the possibility of injury to yourself or others.

Caution

This means there is the possibility of damage to the vehicle.

Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Removing and replacing fork springs must be performed by a qualified mechanic or according to steps outlined in a professional workshop manual that relates to your particular make, model and year motorcycle. Special tools may be needed. Please read all instructions before beginning this procedure. If you are uncertain about any part of the procedure, then have the work done by a qualified mechanic.

The FLD model is equipped with a damper-rod type fork on the right side and a cartridge fork on the left side.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized shop manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.
- Remove fork springs according to instructions contained in your factory authorized shop manual.
- If your bike is currently equipped with any type of fork lowering kit, you MUST remove that kit before installing this Drop-In Kit (see figures 1 & 2).

Warning

Failure to remove existing fork lowering kit components will result in unsatisfactory performance and may lead to fork damage, loss of vehicle control and injury.

Figure 1

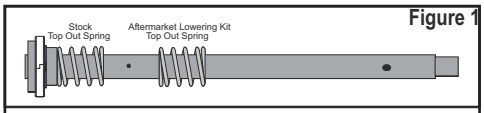
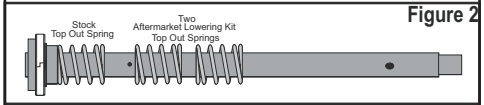


Figure 2



Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components, such as the 1 or 2 additional top out springs illustrated above. Additional top out springs are common in many such kits.

Note

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So we recommend with the fork springs removed, re-install the forks, fender, wheel and anything else you may have removed and lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- The Progressive Suspension Drop-In fork lowering kit is a direct replacement of your stock springs. You will use the supplied preload spacers - the short one in the left fork and the long one in the right (replacing the OE one). **NOTE: you have the option of lowering your fork's static ride height 1" or 2" inches depending on the preload spacer lengths (see "Preload spacer length" below).**

- Before installing the new springs, it is crucial that you make sure you've installed the proper fluid and the fluid level is correct. For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed - we recommend a 5wt. fork oil. See fine tuning for more information. To check the fluid level properly you must have the springs and spacers removed and the fork completely compressed. You then measure from the top of the fork tube to the fluid level - the recommend measurement 150mm. Add or remove fluid to achieve this measurement.

Caution

NEVER ADD TOO MUCH OR TOO LITTLE FLUID RESULTING IN A MEASUREMENT LESS THAN 140mm OR MORE THAN 250mm WHEN USING THIS SPRING KIT.

- **Preload spacer length** - there are two different length preload spacers included in this kit. Be sure to install the shortest one in the left cartridge fork, and the longer one in the right damper-rod fork. To lower the fork approximately 1" inch we recommend a spacer length of 55mm (2.15") on the left, and 156mm (6.16") on the right. To lower it approximately 2" inches cut and install a spacer 29mm (1.15") for the left fork, and 131mm (5.16") for the right.

- **In the right** - damper-rod - leg, install one of the Drop-In fork springs into the fork tube, then insert the Drop-In Compensation spring, stock washer, PVC preload spacer (either 5.16" or 6.16"), and finally the stock fork cap - essentially replacing only the stock spring & preload spacer with the supplied Progressive Suspension Drop-in spring, Drop-In Compensation spring, and preload spacer (see illustration).

- **In the left** - cartridge - leg, install one of the Drop-In fork springs into the fork tube, then insert the Drop-In Compensation spring, stock washer, and PVC preload spacer (either 1.15" or 2.15"). Compress the springs and spacer and reinstall the OE spring clip between the spacer and cartridge-rod nut. Reinstall the fork cap onto the cartridge assembly and reassemble the fork per your factory authorized shop manual in the reverse order they came apart - essentially replacing only the stock spring with the supplied Drop-In spring, Drop-In Compensation spring, and preload spacer (see illustration).

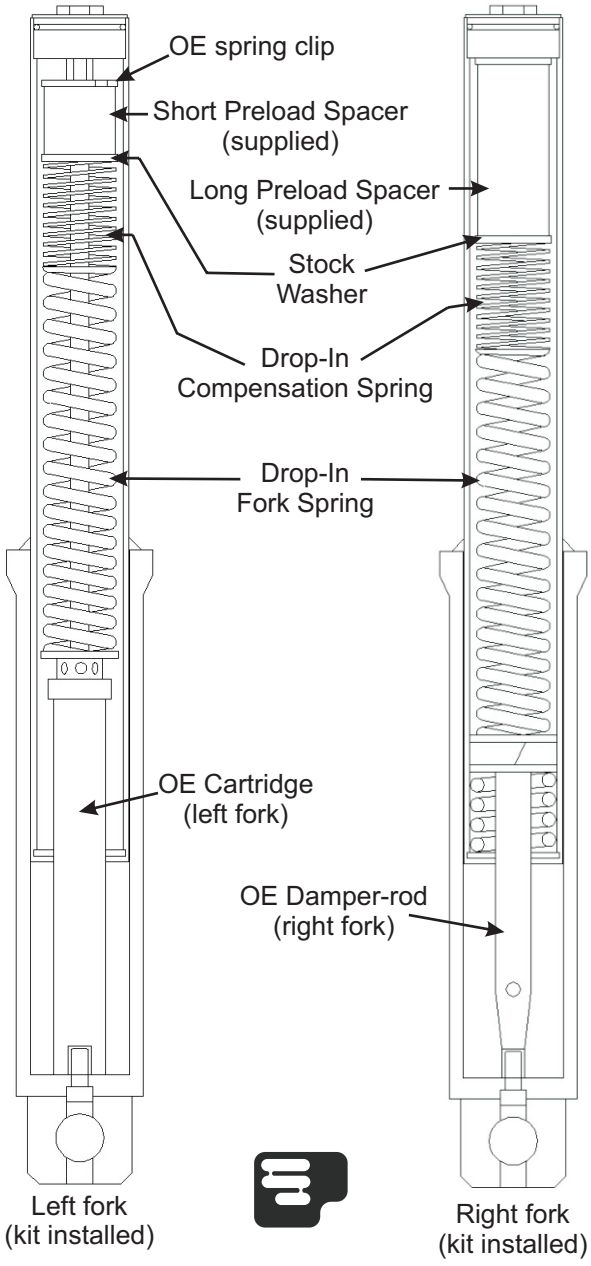
- Be certain to torque the fork caps to the proper specification per a factory authorized manual. Reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness per your factory authorized manual.

- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

- Compliment your Progressive Suspension Fork Drop-In fork lowering kit with a set of Progressive Suspension high performance shocks.

FINE TUNING

- Fork Oil: Though we recommend using a 5wt. fork fluid, oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 2.5 weight increments (i.e. from 2.5 weight to 5 weight.) Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively. Make oil lever adjustments in 10mm increment but as stated previously, when using this spring kit **NEVER adjust the fork oil level to produce a measurement of less than 140mm or more than 250mm (measured fork springs removed, fork compressed, from the top of the fork tube) or damage will occur.**



(Illustrations NOT to scale)

PROGRESSIVE suspension

Installation Instructions "Drop-In" Fork Lowering Kit Harley Davidson XL

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

This means there is the possibility of injury to yourself or others.

Caution

This means there is the possibility of damage to the vehicle.

Note

Information of particular importance has been placed in italics.

Warning

Changing the chassis and/or suspension on any vehicle will change the handling characteristics of that vehicle. Care should be taken when operating the vehicle with such modifications while getting accustomed to the new handling characteristics.

IMPORTANT NOTICE

Caution: Follow instructions in an authorized shop manual or take the vehicle to a competent dealer.

The vehicle must be securely blocked to prevent it from dropping or tipping when the fork springs are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Drop-In Fork Springs are designed to work with the OEM (Original Equipment) forks. Use of this product on any forks other than OEM may produce an unsatisfactory ride and void the warranty.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your Harley-Davidson manual as a reference while installing this kit.
- Support and lift the motorcycle securely so the front wheel is just off the ground and able to spin with light brake drag. The balance point is toward the front of the engine.
- Remove any accessories necessary to gain access to the fork caps and triple trees.
- If your bike is currently equipped with any type of fork lowering kit, such as a standard Progressive Suspension lowering kit or other, You MUST remove that kit before installing this Drop-In Kit. The Drop-In fork kit is designed to work ONLY with the Stock fork rebound or top out springs. **Figures 1 & 2**

Warning

Failure to remove existing fork lowering kit components will result in unsatisfactory performance and may lead to fork damage, loss of vehicle control and injury.

- Remove the handle bars if they are directly above the fork caps to allow for the removal of the fork springs.
- Loosen the pinch bolts on the upper triple clamp. Failure to do so will make fork cap removal very difficult and potentially damage the caps and or fork tubes.
- Carefully remove the fork cap.

Warning

CAUTION The fork caps are under spring pressure and care must be taken as they are removed to avoid injury! Keep downward pressure on the caps as you unscrew the final threads, this will minimize the spring "jump" that will occur as soon as the cap is fully un-threaded. **BE CAREFUL!**

- Remove the stock fork spring. If your bike has washers and or spacers on top of the fork spring, remove those as well.
- For optimum performance we highly recommend the forks be thoroughly cleaned and new fork oil installed per your authorized Harley-Davidson manual.

Caution

While the installation of this Drop-In Fork Spring kit will not change the compressed length of the front forks, we have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories. So with the fork springs removed, lift the front forks, or lower the bike to completely compress the front forks. With the forks fully compressed, check for adequate clearance between the tire, fender, fairing, crash bar, accessories, etc. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- Determine the correct PVC spacer length for your year model bike - and approximate amount you would like to lower the forks - from the Chart in **Figure 3**.You may need to cut the supplied spacer to your proper length.
- With the front forks fully extended again, insert the Drop-In Fork Spring into the fork tube, then insert the Drop-In Compensation Spring, Washer and PVC spacer. **Figure 4**
- Reinstall the fork cap. The design of this kit makes this very easy as the only spring pressure you will feel during cap installation is from the Drop-In Compensation Spring which is only a light pressure by design.
- Tighten the fork cap, the triple clamp pinch bolts and reinstall the handle bars and any accessories removed according to their manufacturers instructions.
- Remove motorcycle from lift and re-check all fasteners for proper tightness.

FINE TUNING

- Front ride height can be adjusted by changing the PVC spacer length. We recommend making changes in .25" increments - being certain not to make your spacer either longer than the **1" lower** length, or shorter than the **2" lower** length spacers specified for your model in **Figure 3**.
- A longer spacer will raise the front end, a shorter spacer will lower the front end.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

Figure 1

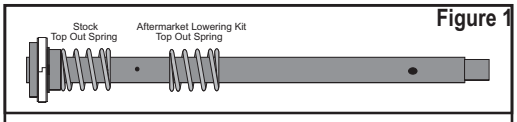
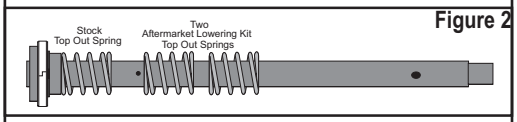


Figure 2



Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components, such as the 1 or 2 additional top out springs illustrated above. Additional top out springs are common in many such kits.

Figure 3

PVC SPACER LENGTH

DO NOT INSTALL ON SPORT MODELS

YEAR	Model	1" Lower	2" Lower
1988-1991		2.50"	1.50"
1992-1993	EXCEPT HUGGER	2.50"	1.50"
1994-1994	EXCEPT HUGGER	3.00"	2.00"
1995-2003	EXCEPT HUGGER & CUSTOM	4.25"	3.25"
1992-2003	HUGGER	6.00"	5.00"
1995-1997	CUSTOM	6.00"	5.00"
1998-2000	CUSTOM	4.00"	3.00"
2001-2001	CUSTOM	6.00"	5.00"
2002-2003	CUSTOM	4.00"	3.00"
2004-2008	EXCEPT L & N MODELS	5.00"	4.00"
2009-2015	EXCEPT L, N, X, & V MODELS	6.75"	5.75"
2005-2006	883L	6.75"	5.75"
2007-2010	883L	7.00"	*N/A
2011-2015	883L	6.50"	5.50"
2007-2011	1200L	6.75"	5.75"
2007-2015	883N & 1200N	7.00"	*N/A
2010-2015	1200X "48"	7.00"	*N/A
2012-2015	1200V "72"	6.75"	5.75"

*N/A = insufficient travel, lowering 2" not recommended

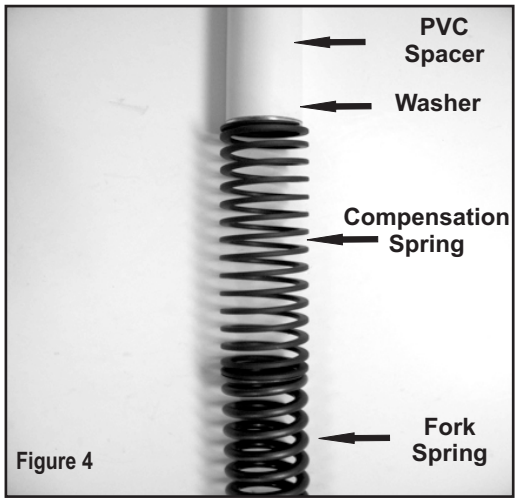


Figure 4