

## Adjustable Eye Kit for Softails

This Progressive Suspension Adjustable Eye Kit will fit all 413 series Softail shocks and 89 and later stock Softail shocks. The shock must be disassembled to install this kit. Progressive Suspension tool #32-5507 or a hydraulic press is required to disassemble your shock.

Kit #30-5046C/G fits 89 and later stock Softail shocks and Progressive Suspension 413-4031C/G and 413-4032G/C shocks.

Kit #30-5047C/G fits Progressive Suspension 413-4033C/G and 413-4034C/G shocks only. Will not work with 84-88 stock Harley Davidson shocks.

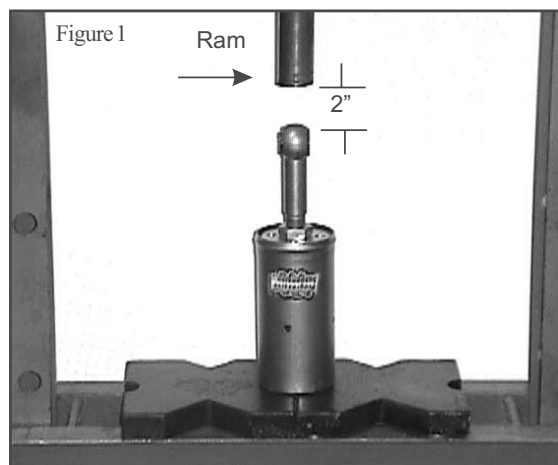
### Caution

Please read all instructions thoroughly before starting installation! Follow instructions in an authorized shop manual or take the motorcycle to a competent dealer.

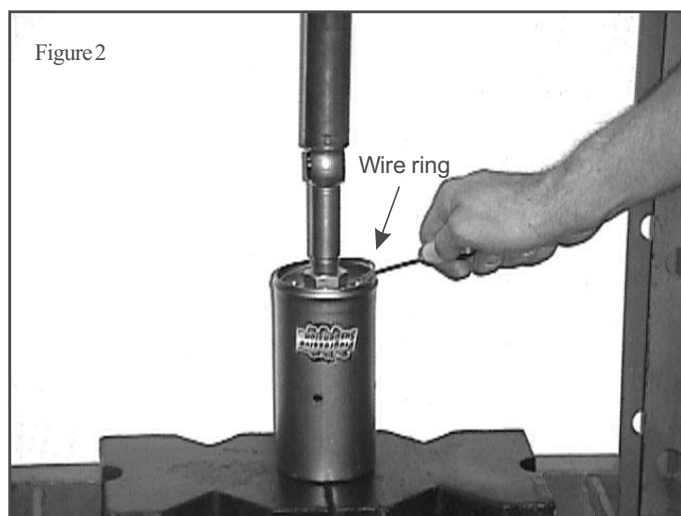
Progressive Suspension shocks are designed to work on the OEM (Original Equipment) frame and swingarm. Use of these shocks on a frame or swingarm other than OEM may produce an unsatisfactory ride and void the warranty.

Transmission bolts must be installed in the OEM position to insure proper clearances for the shocks. Consult your factory shop manual for proper installation.

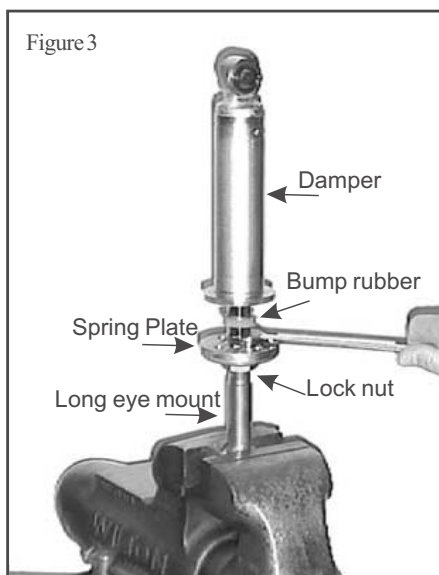
1. Place your motorcycle securely on a stand or blocks so the rear wheel is slightly off the ground.
2. Following an authorized shop manual, remove your shocks. Note the location of all mounting hardware.
3. To disassemble your shock with a hydraulic press, make a fixture to support the spring cover as shown in figure 1. If you are disassembling a



stock Harley Davidson shock, you must leave about 2" of space between the end of the ram and the top of the long eye (see figure 1). Press straight down on the long eye with the hydraulic ram, it only needs to be compressed about 1/4" to expose the wire ring. Remove the wire ring with a pick and slowly release the hydraulic pressure (see figure 2). Separate the damper from the spring cover and spring. You can also disassemble the shock using Progressive Suspension tool #32-5507. Follow the instructions enclosed with the tool.



- Clamp the damper in a vise with soft jaws across the flat sides of the long eye mount (see figure 3). Loosen the spring plate lock nut with a wrench and spin it a few turns for clearance (see figure 3). Loosen the spring plate a few turns in the same direction. On Progressive Suspension shocks, the bump rubber on the shaft must be slid up about 1" to remove the shaft from the long eye. Unscrew the damper shaft from the long eye mount with a wrench (5/8" wrench for Progressive shocks, see figure 3). The long eye mount is assembled with loctite so it may need to be heated with a heat gun before removing.



- Remove the spring plate and lock nut from the eye mount. Install these parts on the new adjustable eye mount. Make sure you have turned the spring plate a few turns past the end of the eye mount so the damper will seat on the end of the eye mount when it is screwed in.
- Clamp the new adjustable eye mount in the vise just like the eye you removed. Put a drop of loctite on the damper threads and screw it into the adjustable eye, making sure it seats against the eye. Torque the damper shaft to 25 to 30 ft./lbs. Rotate the spring plate until it bottoms against the shaft and tighten the lock nut. This is the lowest preload setting (lightest).

- Install the damper assembly into the spring and spring cover. Assemble using a hydraulic press or the Progressive Suspension tool by reversing the order of disassembly. Make sure the wire ring is seated in the groove before slowly releasing hydraulic pressure.
- Install your shocks following an authorized shop manual.
- Your new adjustable eyes are capable of lowering your ride height up to 2". To adjust the ride height, simply loosen the lock nut on the eye and turn the hex on the shaft to the desired height. The more threads that are exposed, the lower the ride height. You can make the adjustment on the bike, just adjust both shocks together, turning each one at the same time.

It is important that the locknut on the preload adjusting plate is securely tightened.

When turning the shaft, the preload adjuster plate or the entire shock housing may turn along with the shaft, this is okay, it is not changing your preload setting.

When you reach the desired height, tighten down the locknut on the eye securely (14 ft/lb.) on both shocks. The maximum setting is 9/16" of exposed threads, measured from the locknut to the end of the threads (see figure 4). This equals a 2" lower ride height. A 5/16" eye adjustment equals approximately 1" ride height change.

