

**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 motorcycle.

**Note**

*Information of particular importance has been placed in italics.*

**IMPORTANT NOTICE**

Note: Please read the following instructions completely before starting installation!

These shocks are designed to operate with the shock shaft up. Damage to the shocks may occur if fitted with the shock shaft down.

Follow instructions in an authorized shop manual or take the motorcycle to a competent dealer.

The motorcycle must be securely blocked to prevent it from tipping over when the shocks are removed. Failure to do so can cause serious damage and/or injury.

The use of lowering blocks on Progressive Suspension shocks is not recommended. Use of a lowering kit may void the warranty or damage the shock/motorcycle.

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.

Make sure that proper bushings/sleeves are installed in the shocks. Improper bushings/sleeves can cause unsatisfactory and/or unsafe operation.

*Be sure to refer to instruction supplements provided in any included mounting hardware*

**Warranty**

Progressive Suspension Inc. warrants to the original purchaser this Part to be free of manufacturing defects in materials and workmanship for a period of one (1) year from the date of purchase. In the event warranty service is required, you must call Progressive Suspension immediately with a description of the problem.

If it is deemed necessary for Progressive Suspension to make an evaluation to determine whether the part is defective, a return authorization number will be given by Progressive Suspension. The parts must be packaged properly so as to not cause further damage and returned prepaid to Progressive Suspension with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem. If after the evaluation by Progressive Suspension the part was found to be defective it will be repaired or replaced at no cost to you. If we replace it, we may replace it with a reconditioned one of the same design.

Progressive Suspension shall not be held liable for any consequential or incidental damages resulting from the failure of a Progressive Suspension part. Progressive Suspension shall have no obligation if a part becomes defective as a result of improper installation or abuse.

**Warning**

Lowering your motorcycle will decrease initial ground clearance. The motorcycle will be lower to the ground and care should be taken to avoid bottoming, especially over bumps or in turns. Lowering a motorcycle can change the handling characteristics. Always use extreme caution when riding after a change is made and take time to get accustomed to any handling change.

**Installation**

1. Place a quality jack or sufficient blocks under the motorcycle to securely lift the rear wheel slightly off the ground.
2. Referring to your authorized shop manual, Remove the old shocks and note location of mounting hardware. If additional accessories are installed on your motorcycle, please refer to their mounting instructions for removal to gain access to your shocks.

3. Before installing your new Progressive shocks you need to check the tire to fender clearance, making sure that the tire does not come in contact with the fender. If the rear fender or tire has been changed to anything other than stock, a travel limiter may be required. On some models with side bags or luggage, removal or modification of the top cover may be required to eliminate any interference. Due to clearance on some belt drive models, it is necessary to check clearances around the lower chrome cover.

4. Remove the domed cap by lightly prying or pushing it, from the back, out of the eyelet cover. Install shock assemblies onto motorcycle and tighten mounting bolts/nuts to proper torque, refer to shop manual. Offset lower eye may be rotated in or out to gain clearance where required. This can be used to gain clearance for the lower cover, if this does not work, removal of the lower cover may be necessary.

The upper cover can be removed by loosening the two retaining set screws using a .050" hex key. (see photo 1) A spring compressor tool, Progressive Suspension Part number 32-5508, is required to disassemble the shock spring and chrome covers if necessary.

▬ Caution ▬

Reinstall any accessories removed, in accord with their mounting instructions. Make sure accessories do not interfere with shocks throughout full travel. If any accessories bolt to shock mounting points, a careful inspection must be made to insure that they do not bind the shocks. This may also mean that the domed caps cannot be used in the eyelet covers. Reinstall domed caps by pushing them in to the eyelet covers.

6. Test ride: If excessive bottoming occurs, adjust cam to a higher setting

These shocks are equipped with 5 position preload adjuster. To adjust the preload with the wrench supplied, Engage the wrench into two opposing holes in the lower chrome cover. The shock are assembled in the lightest setting, turn the cover to the left to increase spring preload or to the right to decrease spring preload. See Photo 2

7. Then ride and enjoy...Safely.

Compliment your new shocks with a set of Progressive Suspension fork springs.

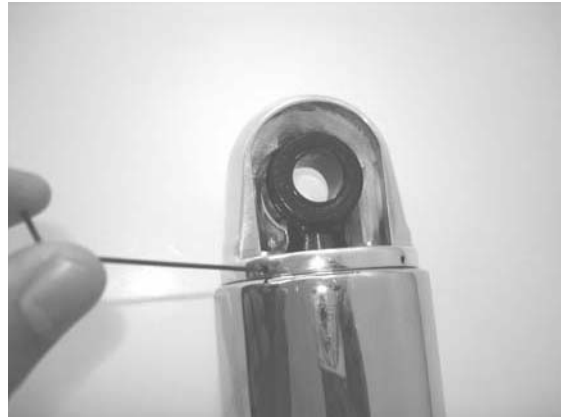


Photo 1



Photo 2