INSTALLATION INSTRUCTIONS

Harley-Davidson ™ Fork Lowering Kit

WARNING: All work must be performed by a qualified mechanic or according to steps outlined in an authorized service manual. Installing a lowering kit 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. To maintain proper balanced geometry, we recommend lowering the motorcycle in the rear the same amount as the front (see Harley-Davidson application chart).

Fork Lowering Kit Supplement

The installation of a fork lowering kit does not affect the compressed length of the fork. However, we have found that some motorcycles may not have adequate clearance between the fender, fairing and / or accessories. Therefore, we recommend that this be checked and if there is not adequate clearance, the interfering parts be removed or modified to eliminate the situation. After installation of new top out springs onto the damper rod, we recommend that the forks be installed on the motorcycle complete with wheel / fender, but without the main springs and completely bottomed out. This is done to check clearance between the fender and fairing/crash-bar/accessories, etc.

Never attempt to remove the fork cap or nut without placing a quality jack or sufficient blocks under the motorcycle to securely lift the front wheel off the ground. Failure to do so could result in damage and / or serious injury.

INSTALLATION

1. Remove and disassemble forks (including removal of damper rod) according to steps outlined in a factory authorized service manual for your particular model and year Harley-Davidson (see Figure 1 for reference).
2. To achieve a one inch (1") lowered height, leave the stock top out spring on the damper rod and install one Progressive Suspension top out spring on the damper rod with the stock top out spring (see Figure 2). Proceed to step 4.
3. To achieve a two inch (2") lowered height, leave the stock top out spring on the damper rod and install two Progressive Suspension top out springs with the stock top out spring (see Figure 3).
4. Reinstall damper rods into forks per factory authorized shop manual.

A. Add the proper amount of fork oil as recommended in your shop manual. Make sure the viscosity is the recommended weight.

B. Install your Progressive Suspension fork springs with the close-wound end up.

C. Cut the supplied white PVC tubing into the specific length shown in the pre-load diagrams. Make sure to find the correct diagram for your particular fork.

NOTE: If lowered 2" some models may not need spacers to achieve the proper pre-load.

LIFETIME LIMITED WARRANTY

Progressive Suspension warrants to the original purchaser this part to be free of manufacturing defects in materials and workmanship with a lifetime limited warranty. 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.

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PART NO. 3055-110 REV. L

Figure 1

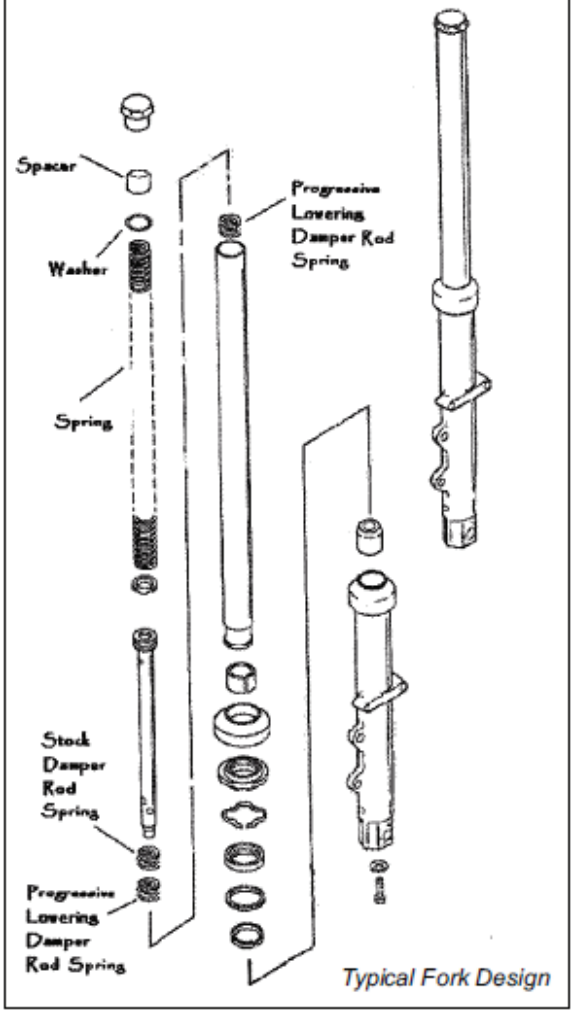


Figure 2

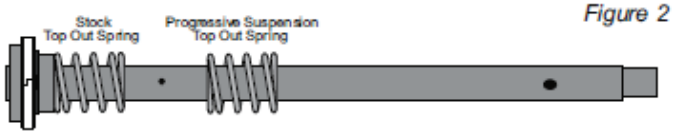
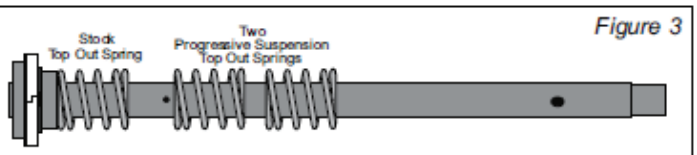


Figure 3



Using the proper diagram, cut to the shorter length shown for lighter riders or a softer ride. Cut to the longer length for heavier riders or a firmer ride (also see FINE TUNING).

Install cut PVC spacers and washers in the correct position shown.

D. Install your fork caps and reinstall your forks on your motorcycle according to the shop manual.

- Test ride motorcycle at reduced speeds to develop a “feel” for how the motorcycle handles with the different geometry due to the lowered suspension.
- Fork Braces: We have found numerous cases of binding forks due to improperly mounted fork braces. Our experience has led us to conclude that even the slightest misalignment while installing the fork brace will cause the forks to bind. If, after installing the springs, a harshness exists (especially on small bumps and freeway expansion joints) remove the fork brace and ride the bike again over the same route. If harshness still exists, your front end (wheel / forks) may be misaligned. Consult your shop manual for proper wheel and fork alignment instructions.
- Fine Tuning - Pre-load: Spacer length can be decreased to lower the ride height and soften the rider or increased to raise the ride height and firm up the ride. Adjust in 1/4” increments.
- Fork Oil: Unless otherwise noted, we recommend the stock oil viscosity and level. Oil viscosity can be changed to alter damping. Heavier oil will increase damping. Lighter oil will decrease damping. Change in five weight increments (i.e. from 10 weight to 15 weight). Oil viscosity will have more effect on rebound damping than compression damping. Too high of viscosity can create harshness on sharp edge bumps. The oil level affects the ride. Too high an oil level and the forks will feel stiff, too low and the bike will bottom out, feel too soft and tend to dive.
- Air Pressure: Progressive Suspension recommends a starting point of zero air pressure. Add air to suit your particular riding requirements. However excessive air pressure can cause seal “stiction” which contributes to a harsh ride on small bumps and freeway expansion joints and also reduces seal life.

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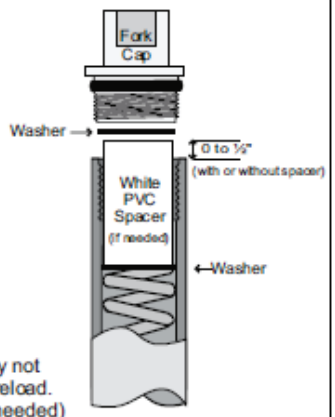
Harley-Davidson ™ Fork Lowering Kit

41 mm Fork Tube
"Wideglide"

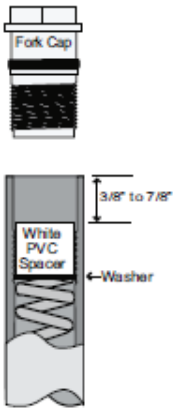
78-86	FL-FLH
80-86	FXWG
84-15	FXST/FLST All
93-05	FXDWG
80-01	FLH/FLT All
02-06	FLHR
06-13	FLH/FLT/FLHT All

NOTE: If lowered 2" some models may not need spacers to achieve the proper preload. (spring alone may protrude 0-1/2" as needed)



35 mm Fork Tube
"Narrowglide"

84-87	All Sportsters
82-87	FXR/FXRS
83-87	FXRT
84-86	FX

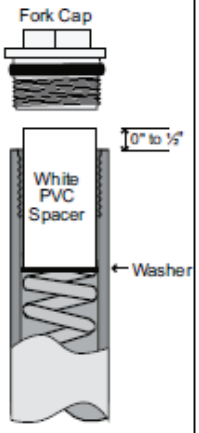


39 mm Fork Tube
"Midglide"

87-94	FXLR
88-94	FXR/FXRS
87-94	FXR-SP/Con.
88-92	FXRT
91-92	FXD/B/C
95-05	FXD/C/X
93-05	FXDL
94-00	FXDS-Con.

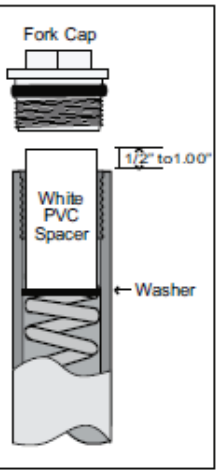
"Sportsters"

88-93	883/1200
94-03	883/1200 Std, Dlx
88-91	883 Hugger
92-03	883 Hugger/1200
04-15	883/1200 All



49 mm Fork Tube

06-15	FXDI/LI/WGI/CI/35/BI
08-15	FXDF



Technical info: Our Technical staff will assist you if you have any problems or questions, Call (714) 523-8700 from 8 am to 4 pm California time.

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