



INSTALLATION INSTRUCTIONS

“Drop-In” Fork Lowering Kit

Harley-Davidson™ 2015-later XG500/750 STREET

ATTENTION

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



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



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

----- NOTE -----

Information of particular importance has been placed in italics.



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 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.

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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INSTALLATION (continued)

- Remove forks 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 - we recommend a 10wt. fork oil. 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 180mm.

The Progressive Suspension fork lowering kit is a direct replacement of your stock springs and pre-load spacers. Depending on the configuration you choose - 1" or 2" lower - you may or may not use the supplied pre-load spacers.



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., while turning left to right - lock to lock. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- After removing both forks, start with one of the forks and remove the fork cap, then remove the pre-load spacer, stock washer (to be re-used for 1" low), & fork spring.



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!

- Drain the fork oil. Then with the fork completely compressed, use a hex bit (16mm) socket on an extension to keep the damper-rod from rotating and remove the fork bolt (with crush-washer) in the bottom of the fork. Keep the fork assembly fully compressed as this point to keep the stock bottoming -cup properly located, and carefully dump out the damper rod and top-out spring.
- In addition to the stock top-out spring (on the damper-rod) install either ONE of the supplied top-out springs to lower your forks approximately 1" inch OR TWO of the supplied top-out springs to lower your forks approximately 2" inches - as illustrated on page 3.
- Drop the damper-rod along with the chosen number of top-out springs back into the fork. Place a drop of red thread-locking agent on the fork bolt that came out of the bottom of the fork and reinstall it (with crush-washer), tightening it back into the damper-rod. Torque the bolt to the factory recommended specification.
- Repeat the process on the other fork - putting the same number of top-out springs on the damper-rod.



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- Secure the fork assembly so you can fill it with fluid. This requires stroking the assembly to draw fluid from the inner fork tube in to the outer fork slider. Pour enough 10wt. fork fluid in each fork, pausing to stroke the assembly to get the fluid into the outer fork slider, to achieve the recommended 180mm fork fluid level - which is measured from the top lip of the fork tube to the fluid, with the fork compressed all the way and the fork spring removed.



NEVER ADD TOO LITTLE OR TOO MUCH FLUID RESULTING IN A MEASUREMENT LESS THEN 180mm WHEN USING THIS SPRING KIT.

- In each fork leg, install one of the supplied Progressive Suspension fork springs into the fork, tighter coils down.
- Next install the pre-load spacers - If you are lowering your forks 1" inch, place one of the stock washers in each fork followed by one of the included Pre-load spacers (**you may need to cut the spacer to the recommended length of 19mm (0.75")**). **However if you are lowering your forks 2" inches then no pre-load spacers (or washers) are required.**
- Install the stock fork caps (**see page 4 illustration**). While reinstalling the fork cap be certain to torque it to the proper specification per a factory authorized manual.
- Reinstall forks, 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.

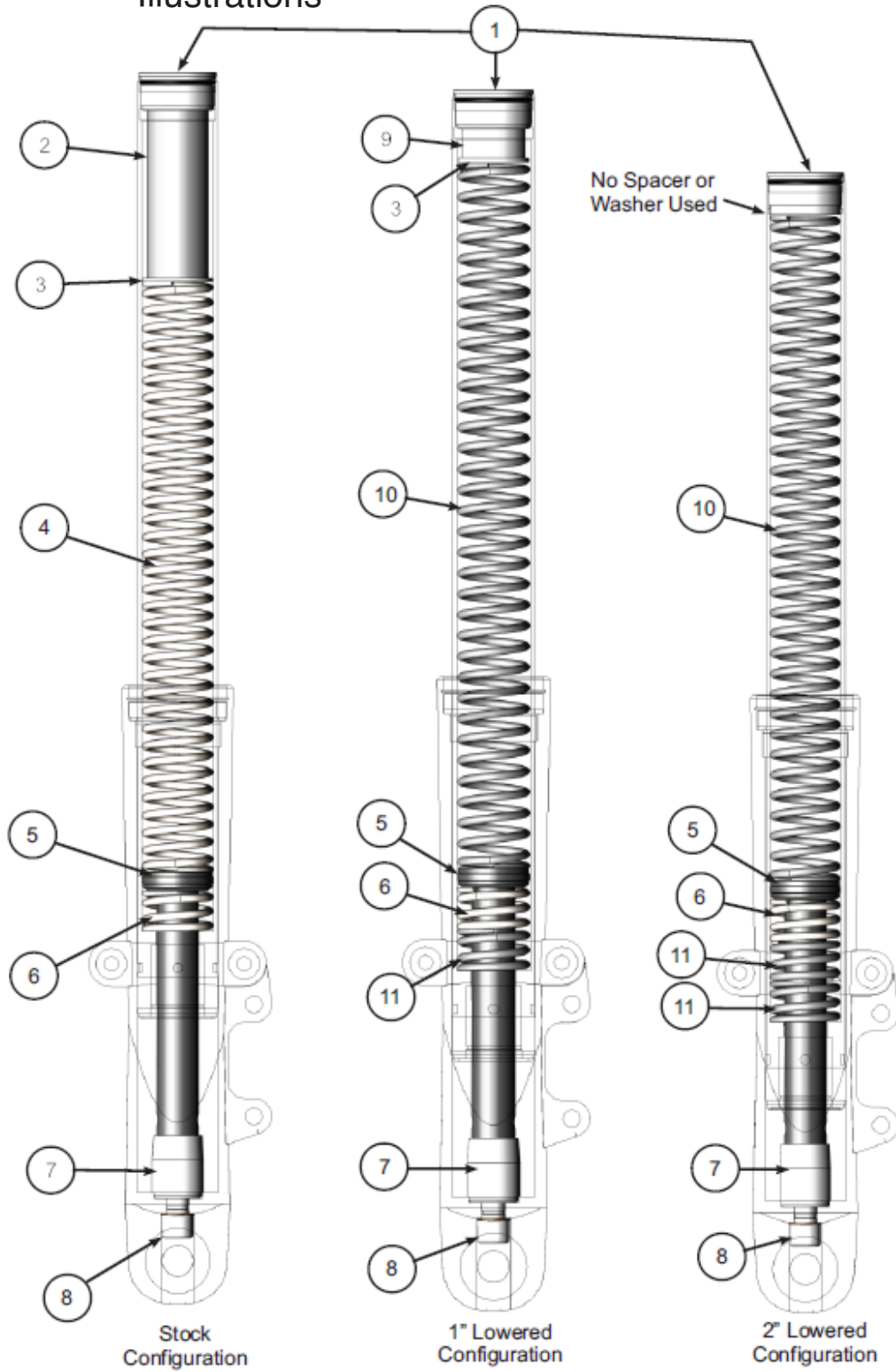
- Technical info: Our technical staff will assist you if you have any problems or questions. Call (714) 523-8700 from 8am to 4pm Pacific time.
- For totally balanced suspension, we highly recommend installing a pair of Progressive Suspension performance shocks, also available at your local dealer.

FINE TUNING

Fork Oil: Though we recommend using Progressive Suspension Standard Type E fork oil or an equivalent 10wt. 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.**



Illustrations



(Illustration NOT to scale)



- 1. Fork Cap
- 2. Stock Pre-load Spacer (replaced)
- 3. Stock Washer
- 4. Stock Spring (replaced)
- 5. Damper-rod
- 6. Stock op-out Spring
- 7. Bottoming-cup
- 8. Fork Bolt with Crush Washer
- 9. Supplied Pre-load Spacer (Cut to 0.75")
- 10. Progressive Suspension fork spring
- 11. Supplied Top-out Spring