



INSTALLATION INSTRUCTIONS

“Drop-In” Fork Lowering Kit Harley-Davidson™ XL®

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: Follow instructions in an authorized service 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 Authorized Service 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 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**



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

- Remove the handlebars 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 the fork tubes.
- Carefully remove the fork cap.



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 dealer.



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.

- 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**.



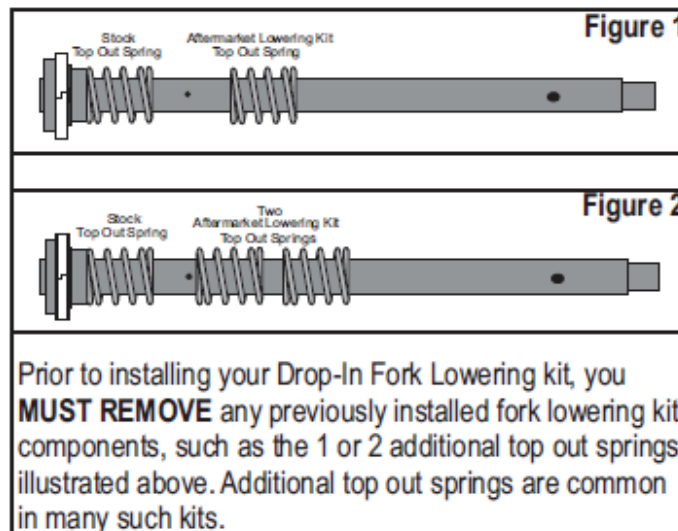


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- Reinstall the fork cap. The design of this kit makes this very easy as the only spring pressure you will feel during cap installation is from the Drop-In Compensation Spring which is only a light pressure by design.
- Tighten the fork caps, the triple clamp pinch bolts and reinstall the handlebars and any accessories removed according to their manufacture's instructions. torque fork cap to the factory recommended torque specs and reinstall the forks, fender, wheel and all other components per an authorized shop manual.
- Remove motorcycle from lift and recheck all fasteners for proper torque per said manual.

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.



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 PST.



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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

