



Installation Instructions Monotube Fork Kit Harley Davidson Sportsters: 05-06 XL883L, 11-Later* XL883L, 06-11 XL1200L, 12-Later* XL1200C

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 vehicle.

Note

Information of particular importance has been placed in italics.

IMPORTANT NOTICE

Caution: Removing and replacing fork components 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 when the forks are removed. Failure to do so can cause serious damage and/or injury.

Progressive Suspension Monotube Fork Kits 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.

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 expenses or 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

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.

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 lift point should be toward the front of the engine.
- Remove forks according to instructions contained in your factory authorized shop manual.

Warning

For maximum performance we highly recommend that the forks be disassembled, thoroughly cleaned, and inspected. When installing Progressive Suspension Monotube Fork kit, only 123cc of 10wt fork oil is required in each of the forks for lubricating the internal moving parts - the Monotube dampers are sealed. Changing the volume or viscosity of the oil is not recommended and could cause damage and/or loss of control.

- The Progressive Suspension Monotube Fork kit is a direct replacement of your stock internal fork components and fork caps. You will however be re-using the stock bottoming-cones.

Caution

While the installation of this Monotube Fork 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, lower triple-clamp 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, lower triple-clamp, 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.

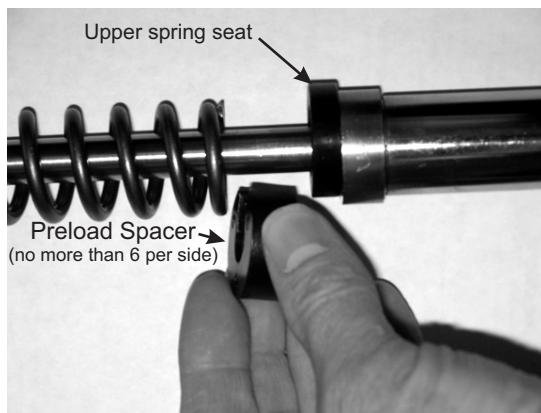
- After removing both forks, start with one of the forks and remove the fork cap, then remove the fork spring per your factory authorized shop manual.

Warning

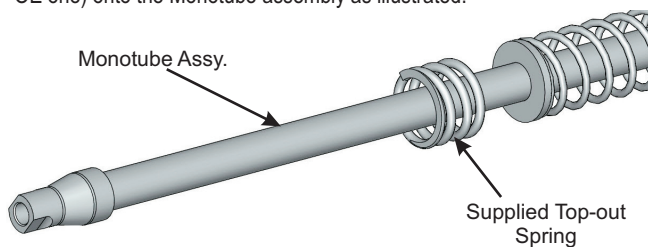
CAUTION The fork cap is under spring pressure and care must be taken as it is removed to avoid injury! Keep downward pressure on the cap as you unscrew the final threads, this will minimize the spring "jump" that will occur as soon as the cap is fully un-threaded

BE CAREFUL!

- **Replacing internals:** Drain the fork oil, and remove the bottom fork center bolt and sealing washer. If the damper rod spins, temporarily re-install the spring, spacer, & cap and then try again.
- While keeping the fork compressed (to hold the bottoming cup in place) remove the damper rod & top-out spring from the fork.
- Though there are 12 preload spacers included with this kit, we recommend installing 4 on each Monotube assembly. Put 4 of the supplied "C" shaped preload spacers between the top of the fork-spring and the upper spring seat on each Monotube Assembly as illustrated below. If you feel you may need more or less preload, see **Preload fine tuning** (to the right) before going to the next step.



- Now put one of the supplied top-out springs (which is shorter than the OE one) onto the Monotube assembly as illustrated.



- Slide the Monotube assembly into the fork tube assembly, until the Monotube assembly is seated in the bottom of it, then put a drop of red thread-locking agent on the bolt that came out of the bottom of the fork and reinstall it (along with the sealing washer), tightening it up into the Progressive Suspension Monotube assembly. Torque the bolt to the factory recommended specification of 30 N-m (22ft. lbs.).
- Filling the forks with fluid requires stroking the assembly to draw the fluid from the inner fork tube into the outer fork slider, so first secure the fork assembly so you can do this while filling it.

Warning

DO NOT USE MORE THAN 123cc OF FORK OIL IN EACH FORK LEG WITH THE INSTALLATION OF THIS KIT. FILLING THE FORK LEG WITH MORE THAN 123cc OF FORK OIL MAY CAUSE THE FORKS TO HYDRAULIC LOCK, WHICH MAY CAUSE SEAL FAILURE, POOR PERFORMANCE AND/OR LOSS OF CONTROL.

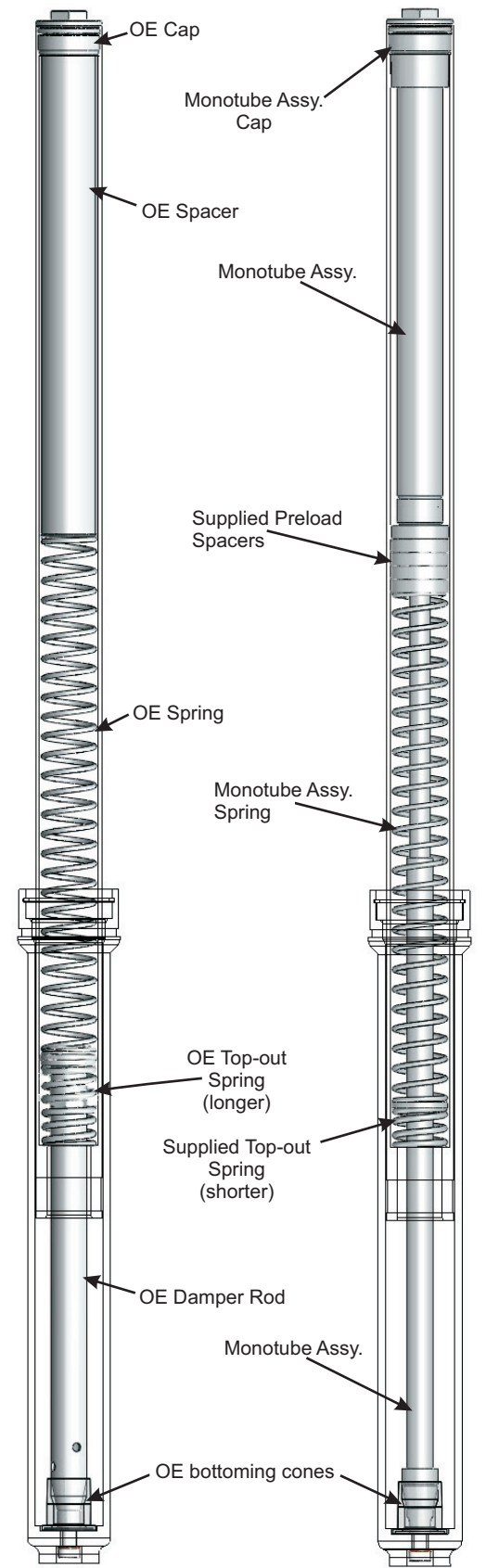
- Pour 123cc of 10wt fork fluid into each fork, pausing to stroke the assembly to get the fluid into the outer fork slider. Failure to do this will cause the required amount of fluid to overflow. This fluid is to lubricate moving parts and to assure proper function.
- Once the proper amount of fluid is in the fork assembly, slide the inner fork tube up and install the supplied fork cap. Torque the cap to the factory recommended specification of 54N-m (40ft. lbs.).
- Repeat the last 9 steps on the other fork and then proceed to the next step.
- Reinstall the forks and all other components on the motorcycle per your factory authorized shop manual being sure to double check all fasteners for proper torque per said manual.
- **Pre-load fine tuning:** Though we feel recommending 4 preload spacers on each cartridge assembly should be optimum in most cases, preload can be increased to raise the ride height and stiffen the ride by adding up to 2 more of the supplied preload spacers on each cartridge assembly. Conversely, preload can also be reduced to lower the ride height and soften the ride by removing up to 2 of the supplied preload spacers on each cartridge assembly - the recommend range thus being 2 to 6 spacers per side. To increase or reduce preload simply add or remove the supplied "C" shaped preload spacers between the top of the fork spring and the upper spring seat on each Monotube Assembly as illustrated to the left.

Warning

DO NOT INSTALL MORE THAN SIX PRELOAD SPACERS PER MONOTUBE ASSEMBLY (EACH SIDE). DOING SO COULD RESULT IN THE FORK SPRING GOING SOLID, CAUSING DAMAGE AND/OR LOSS OF CONTROL.

- 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 Pacific time.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.
- Compliment your Monotube Fork kit with a pair of 412, 430, 444, or 970 Series shocks.

■ To the right is an illustration of the “before” and “after” basic assembly of the forks.



fork - BEFORE

fork - AFTER

(not to scale)



714.523.8700

FORK MONOTUBE KIT PACKAGING SUPPLEMENT

VERY IMPORTANT!

BE SURE TO REMOVE THE PLASTIC TUBING FROM INSIDE THE MAIN SPRINGS ON BOTH MONOTUBE ASSEMBLIES PRIOR TO INSTALLING THEM INTO YOUR FORKS!

THESE PLASTIC TUBES ARE FOR SHIPPING PURPOSES ONLY.

ONCE THE TUBES ARE REMOVED CARE SHOULD BE USED TO NOT ALLOW THE SPRINGS TO STRIKE THE DAMPER TOR SHAFT AS DAMAGE TO THE SHAFT MAY OCCURE WHICH COULD LEAD TO SEAL FAILURE



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Monotube Fork Kit

WARNING

THIS KIT REQUIRES FORK OIL VOLUMES THAT ARE DIFFERENT THAN FACTORY SPECIFICATIONS.

CAREFULLY FOLLOW INSTALLATION INSTRUCTIONS USING THE FORK OIL VOLUMES AS SPECIFIED IN THE INCLUDED INSTRUCTIONS.

**DO NOT USE MORE FORK OIL THAN SPECIFIED
IN THE INCLUDED INSTRUCTIONS!**

LOSS OF VEHICLE CONTROL AND / OR DAMAGE TO YOUR FORKS OR THE CONTENTS OF THIS KIT MAY RESULT

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Instr# 3081-031 Rev B

Monotube Fork Kit

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