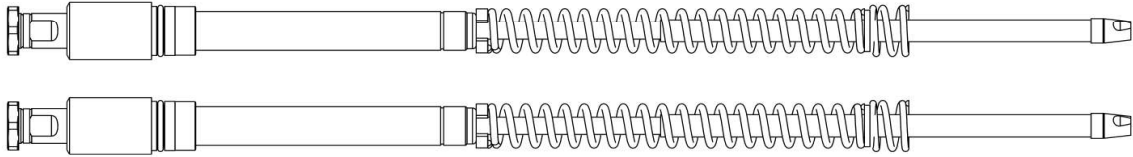




INSTALLATION INSTRUCTIONS

2" Over Monotube Cartridge Fork Kit 97-13* Harley Davidson FLH/FLT



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.

IMPORTANT NOTICE

Caution: This kit extends the front fork length by 2", front brake line length must be checked for adequate length.

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 2002-2005 FLHT/FLT models are equipped with a damper-rod type fork on right side and a cartridge fork on the left side. The components included in this kit have been designed to replace both the damper-rod right fork, and the cartridge left fork OE components to deliver optimum performance.

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 Monotube Cartridge 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 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.



TECH: 714.523.8700

WWW.PROGRESSIVESUSPENSION.COM



2" Over Monotube Cartridge Fork Kit 97-13* Harley Davidson FLH/FLT



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 service 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 the forks according to instructions contained in your factory authorized service manual.
- The Progressive Suspension Monotube Cartridge fork kit is a direct replacement of your stock internal fork components. However the procedure on the left fork (stock cartridge) for the 02-05 FLHT/FLT varies from the damper rod type forks. If installing this kit on one of these models, note the variance in the following steps.

NOTE:

For maximum performance we highly recommend that the forks be disassembled, thoroughly cleaned, and inspected. When installing Progressive Suspension Monotube Cartridge fork kit, only a small amount (5oz.) of 10wt. fork oil (we recommend Progressive Suspension Fork Oil (Standard - Type E)) is required in each fork for lubricating the internal moving parts - the cartridge dampers are sealed. Changing the volume or viscosity of the oil is not recommended and could cause damage and/or loss of control.



- We have found that some bikes may not have adequate clearance between the fender, fairing and / or accessories as well as not have adequate front brake line length. 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.
- Adequate front brake line length must be checked upon reassembly due to the forks now being extended an additional 2 inches compared to OEM. We recommend that the front forks be fully extended and inspect the front brake lines to ensure there is enough slack in the brake lines. You must correct any brake line length issues prior to completing front end reassembly to avoid vehicle damage and/or vehicle control problems.

Damper Rod Forks (including 02-05 FLHT/FLT right fork)

- After removing both forks, start with one of the forks and remove the fork cap, then remove the fork spring.



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 unthreaded. **BE CAREFUL!**





2" Over Monotube Cartridge Fork Kit 97-13* Harley Davidson FLH/FLT

- Drain the fork oil, and then with the fork completely compressed remove the damper rod & top-out spring by removing the bolt in the bottom of the fork. Keep the fork assembly fully compressed at this point to keep the stock bottoming cup properly located.



DO NOT INSTALL THE SUPPLIED BOTTOMING CUP IN THE DAMPER ROD FORK, AS IT IS INTENDED FOR USE IN THE STOCK LEFT CARTRIDGE FORK ONLY ON 2002-2005 MODELS.

- Put the supplied top out spring onto the Progressive Suspension Monotube cartridge assembly as shown (see figure 1) AND two of the supplied "C" shaped preload spacers between the top of the fork spring and the upper spring seat (see figure 2). Then insert it into the fork assembly as shown (see figure 3).
- 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 cartridge. Torque the bolt to the factory recommended specification of 11-18 ft. lbs.
- Repeat the process on the other fork and proceed to "Both Forks" section of instructions - unless you're installing this kit on a 02-05 FLHT/FLT, then proceed to next step for left fork.

Cartridge Fork (02-05 FLHT/FLT left side only)

- Loosen the fork cap and slide the inner fork tube down far enough to be able to pour the fluid out of fork and drain the fork.
- Remove the bolt in the bottom of the fork and remove the stock cartridge, fork spring, and fork cap as an assembly.
- Remove the fork seal retaining clip then carefully remove the fork seal by sliding the inner fork tube out of the outer slider with a light tapping motion. Remove the stock bottom cup from the outer slider. Inspect fork bushings and seal, replacing them if needed.
- Reinstall the supplied bottoming cup (with the cup facing up) into the outer fork slider and carefully insert the inner fork tube back into the outer slider. Maintain the orientation of the bottoming cup while doing this - the bottoming cup must seat in the outer slider as the stock cup did. Once seated, keep the assembly compressed to maintain it's position during assembly. Per your factory authorized manual reinstall the fork seal using a proper fork seal driver tool, and then reinstall the fork seal retaining clip.
- Install the supplied top-out spring as shown (see figure 1) onto the Progressive Suspension Monotube assembly AND two of the supplied "C" shaped preload spacers between the top of the fork spring and the upper spring seat (see figure 2). Then insert it into the fork assembly as shown (see figure 3). Be sure the newly installed bottoming cup receives the new cartridge assembly.
- Once you are certain the new bottoming cup is centered and seated, 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 cartridge. Torque the bolt to the factory recommended specification of 11-18 ft lbs.
- Proceed to "Both Forks" section of instructions to complete installation.

Both Forks (stock damper rod type & cartridge)

- Secure the fork assembly so you can fill it with fluid. This may require stroking the assembly to draw fluid from the inner fork tube in to the outer fork slider.



DO NOT USE MORE THAN 5 FLUID OUNCES OF FORK OIL IN EACH FORK LEG WITH THE INSTALLATION OF THIS KIT. FILLING EACH FORK WITH MORE THAN 5 FLUID OUNCES OF FORK OIL MAY CAUSE THE FORKS TO HYDRAULIC LOCK, WHICH MAY CAUSE SEAL FAILURE, POOR PERFORMANCE AND/OR LOSS CONTROL.





2" Over Monotube Cartridge Fork Kit 97-13* Harley Davidson FLH/FLT

- Pour 5 ounces of 10 wt. fluid in each fork (we recommend Progressive Suspension Fork Oil (Standard - Type E)), 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 (see figure 4). This fluid is just to lubricate moving parts and has no effect on the actual damping action of the sealed Monotube cartridge fork insert.
- 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 60-70 ft lbs.
- Reinstall the forks and all other components on the motorcycle per your factory authorized manual being sure to double check all fasteners for proper torque per said manual.

Pre-load Fine Tuning

- Spacer length can be decreased to lower the ride height and soften the ride or increased to raise the ride height and stiffen the ride. Adjust in 1/4" increments.

Technical Info

- Our technical staff will assist you if you have any problems or questions. Call (714) 523-8700 from 8am to 4pm PST.

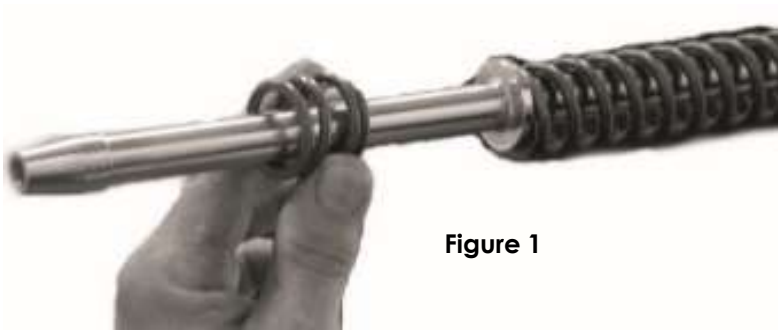


Figure 1

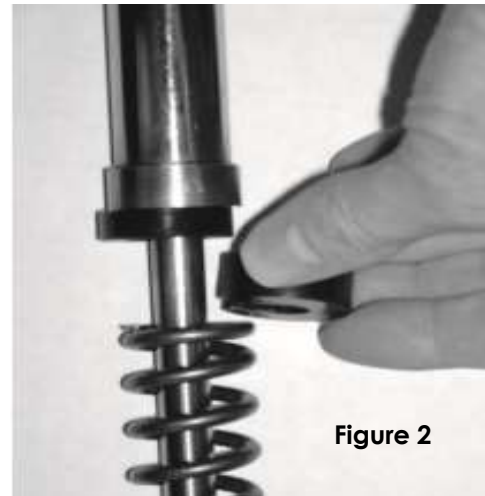


Figure 2



Bottoming Cup

DO NOT INSTALL THE SUPPLIED BOTTOMING CUP IN THE DAMPER ROD FORK AS IT IS INTENDED FOR USE IN THE STOCK LEFT CARTRIDGE FORK ONLY ON 02-05 FLH/FLT MODELS

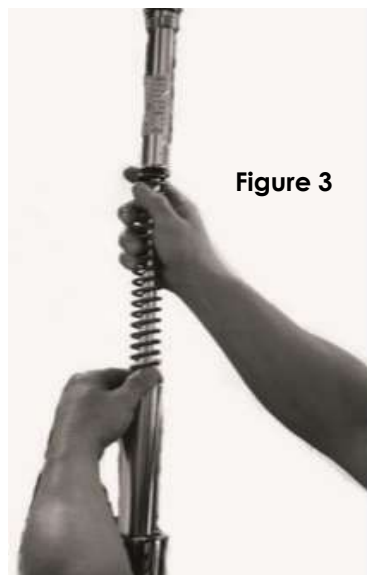


Figure 3

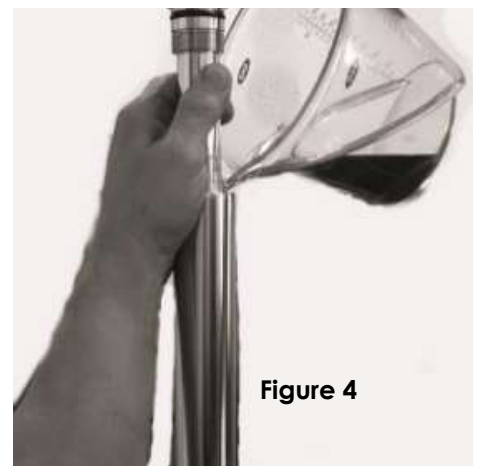


Figure 4





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



[HTTP://PROGRESSIVESUSPENSION.COM](http://PROGRESSIVESUSPENSION.COM)



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



[HTTP://PROGRESSIVESUSPENSION.COM](http://PROGRESSIVESUSPENSION.COM)