



INSTALLATION INSTRUCTIONS

Monotube Kit with FST for 2014-later* Harley-Davidson™ FLH®

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 internal components must be performed by a qualified mechanic according to steps outlined in a factory authorized professional service manual that relates to your particular make, model and year motorcycle. Special tools may be needed. Please read all instructions before beginning this procedure. If you lack any of the tools or resources or are uncertain about any part of the procedure, then have the work done by a qualified mechanic.

The vehicle must be securely blocked to prevent it from dropping or tipping when the forks are removed. Failure to do so can cause serious damage and / or injury.

Progressive Suspension Monotube 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.

INSTALLATION

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized service manual as a reference when 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.

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)



For maximum performance we highly recommend that the forks be disassembled, thoroughly cleaned, inspected and reassembled with Progressive Suspension Fork Oil (Standard - Type E). When installing Progressive Suspension Monotube Cartridge fork kit, only a small amount of type E fork oil is required in the front fork legs for lubricating the internal moving parts. A volumetric quantity - 300cc - is required in the right fork leg and a height measurement - 170mm - is required in the left fork leg. Changing the volume or viscosity of the oil is not recommended and could cause damage and/or loss of control.

- This kit replaces your stock fork caps, pre-load spacers (if present), fork springs, top-out springs and damper rods. Remove these components and drain the oil out of your forks per the procedure outlined in your factory authorized service manual.



While the installation of this Monotube Cartridge fork kit will not change the compressed length of the 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.

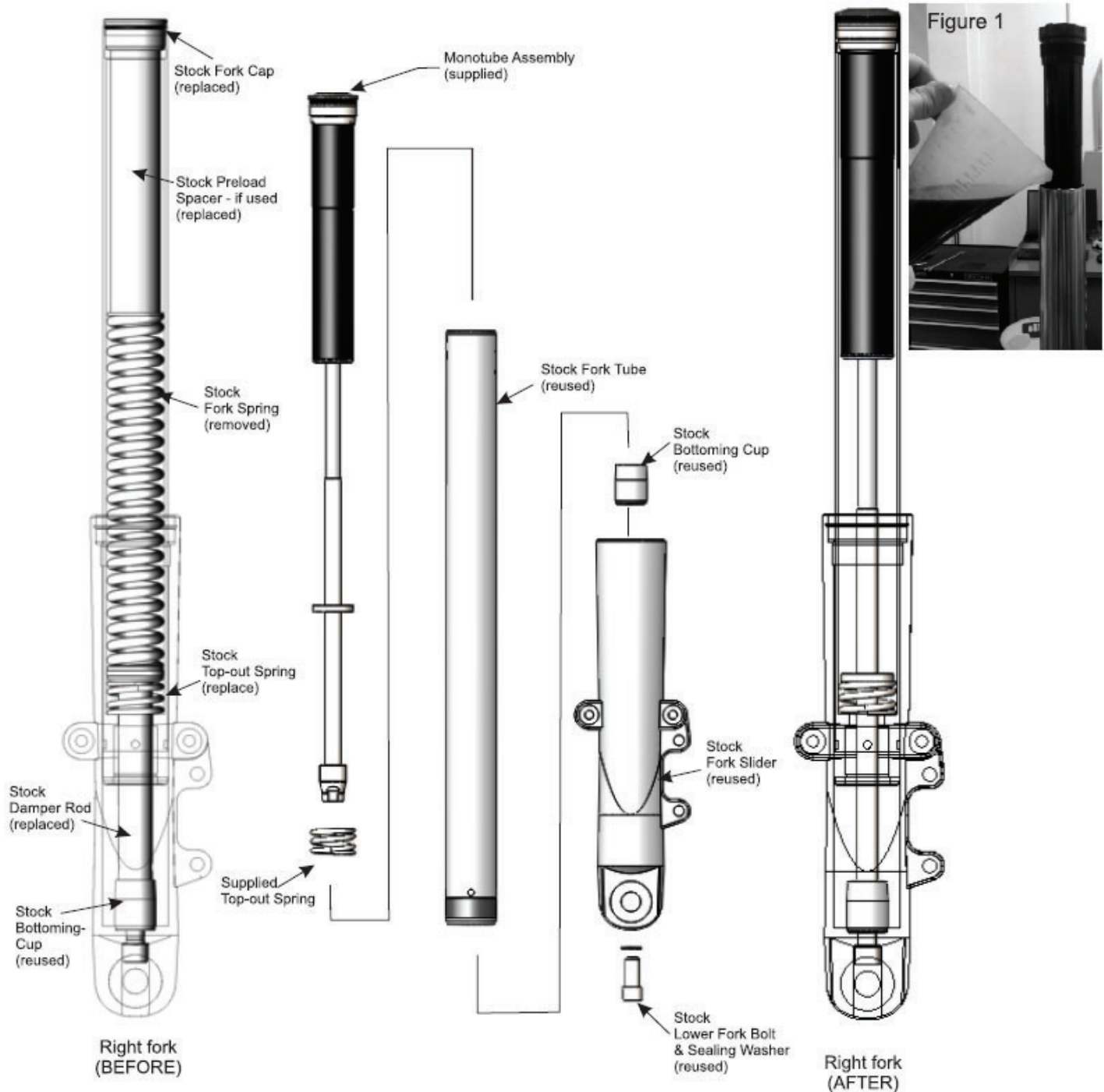
- Starting with the right fork (referencing the illustrations on page 3), first drop one of the supplied top-out springs into the fork, then insert the Monotube cartridge assembly. Make certain the bottoming-cup is properly seated in the bottom of the fork - in the slider - and the bottom of the Monotube cartridge assembly is seated within said bottoming-cup. Put a drop of thread locking agent on the bottom fork bolt and thread it (along with the copper sealing washer) into the bottom of the Monotube assembly. Torque the bolt to the factory recommended 30-37 ft-lbs. If the Monotube assembly tries to rotate, temporarily thread the Monotube assembly into the fork-tube and try applying pressure to the assembly to keep it from rotating by "pulling" on the fork-tube while torquing the bottom fork bolt.
- **No fork spring is installed in this (the right) fork assembly.** Pour ONLY - 300cc - of Progressive Suspension Fork Oil (Standard type E) or equivalent 10wt. fork oil into the fork for lubricating purposes as seen on page 3, **Figure 1**. Then using a 19mm Hex Driver, thread the monotube assembly into your fork-tube and torque it to the recommended 16-43 ft-lbs. This completes the right fork assembly.



DO NOT USE MORE THAN 300cc (VOLUME) OF FORK OIL IN THE RIGHT LEG WITH THE INSTALLATION OF THIS KIT. FILLING THE FORK WITH MORE OIL MAY CAUSE FORK TO HYDRAULIC LOCK, WHICH MAY CAUSE SEAL FAILURE, POOR PERFORMANCE AND / OR LOSS OF CONTROL.



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(Illustration NOT to scale)



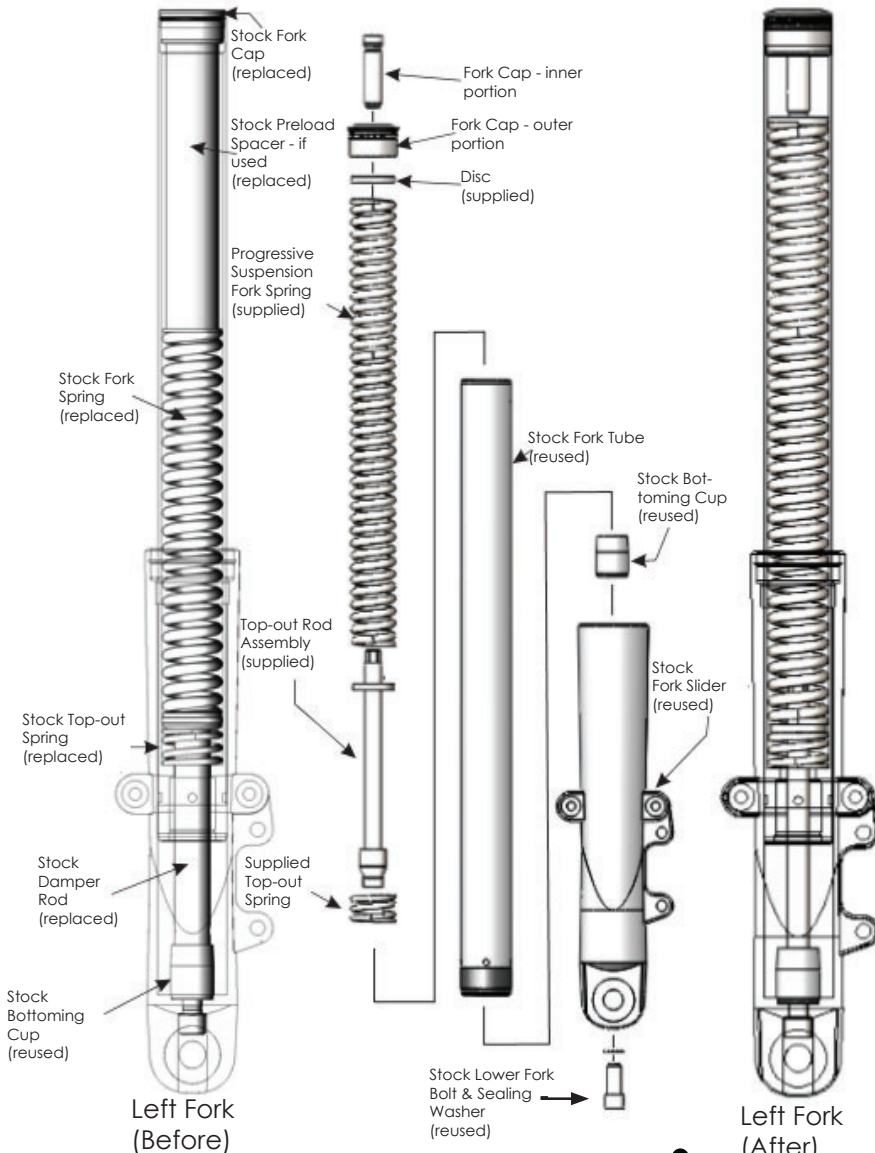
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- For the left fork (referencing the illustrations below), drop the other supplied top-out spring into the fork tube followed by the supplied Top-out Rod assembly. Make certain the bottoming-cup is properly seated in the bottom of the fork - in the slider - and the bottom of the Top-out Rod assembly is seated in the bottoming-cup. Put a drop of thread locking agent on the bottom fork bolt and thread it (along with the copper sealing washer) into the bottom of the Top-out Rod assembly. Torque the bolt to the factory recommended 30-37 ft-lbs. If the Top-out Rod assembly tries to rotate, try applying pressure to the assembly to keep it from rotating by "pulling" on the fork-tube while applying torque to the bottom fork bolt (same as you might on while installing a stock damper-rod) or by using a long extension and 12mm socket on the hex atop the Top-out Rod assembly.
- Next fill and set the fork oil level in the Left fork. We recommend Progressive Suspension Standard 10wt (Type E) fork oil. To check the oil level properly you must have the spring and spacer removed, cycle the fork several times as you add the oil to purge any trapped air and then completely compress the fork. You then measure from the top of the fork tube to the oil level - the recommended measurement is 170mm in the left fork. Add or remove fork oil to achieve this measurement. Then drop the supplied Progressive fork spring (tighter coils down) into fork.



(Illustration NOT to scale)



DO NOT USE MORE THAN 170mm (HEIGHT) OF FORK OIL IN THE LEFT LEG WITH THE INSTALLATION OF THIS KIT. FILLING THE FORK WITH MORE OIL MAY CAUSE FORK TO HYDRAULIC LOCK, WHICH MAY CAUSE SEAL FAILURE, POOR PERFORMANCE AND/OR LOSS OF CONTROL

- Then, with the fork either secured in a vise (or clamped back into the triple clamps) install the supplied flat Disc on top of the spring, followed by the Progressive Suspension fork cap - **with the inner portion of the cap temporarily removed from the center of the cap** - install the outer portion of the fork cap into the fork tube and torque to 16-43 ft-lbs using a 19mm Hex Driver.
- Finally, to avoid damage make sure the O-ring inside the outer portion of the fork cap is greased and use a 12mm hex driver to thread the inner portion into the center of the previously installed outer portion of the fork cap - **it will hit a hard stop and the top of the inner portion will be flush with the bottom of the 19mm hex feature of the outer portion when the inner portion is properly seated.** Torque the inner portion of the fork-cap to 15-20 ft-lbs.
- This completes the left fork assembly.
- Finish reinstalling your left and right fork assemblies and all other components you may have removed per the procedure outlined in your authorized factory service manual.

NOTE: During the reinstallation of your forks, it is normal for the fork with the supplied Progressive Suspension spring in it to appear slightly longer due to the pre-load force.

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 PST.