



INSTALLATION INSTRUCTIONS

“Drop-In” Fork Lowering Kit

Honda 2002-2008 VTX1800C/N/R/S/T

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 Honda VTX1800 has a unique inverted type front fork. The right fork is a typical cartridge fork, but the left fork is not. The left fork requires a Honda special tool (part number 07VMA-MZ0010A) to remove the fork spring. If you do not have this special tool, a qualified Dealer with the tool, can perform the job.

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.

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

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"Drop-In" Fork Lowering Kit Honda 2002-2008 VTX1800C/N/R/S/T

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.
- 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. The recommended fork oil viscosity is 10wt. (Honda Pro Ss8). See FINE TUNING for more information. Fork oil level / volume should be checked according to steps outlined in your factory authorized shop manual. Measurement of your fork oil by level is the preferred method. However, some manuals only specify a volume measurement.

- The Progressive Suspension "Drop-In" fork springs are a direct replacement of your stock springs, although there will be two springs in each fork - one Drop-in fork spring and one Drop-In Compensation spring.



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.

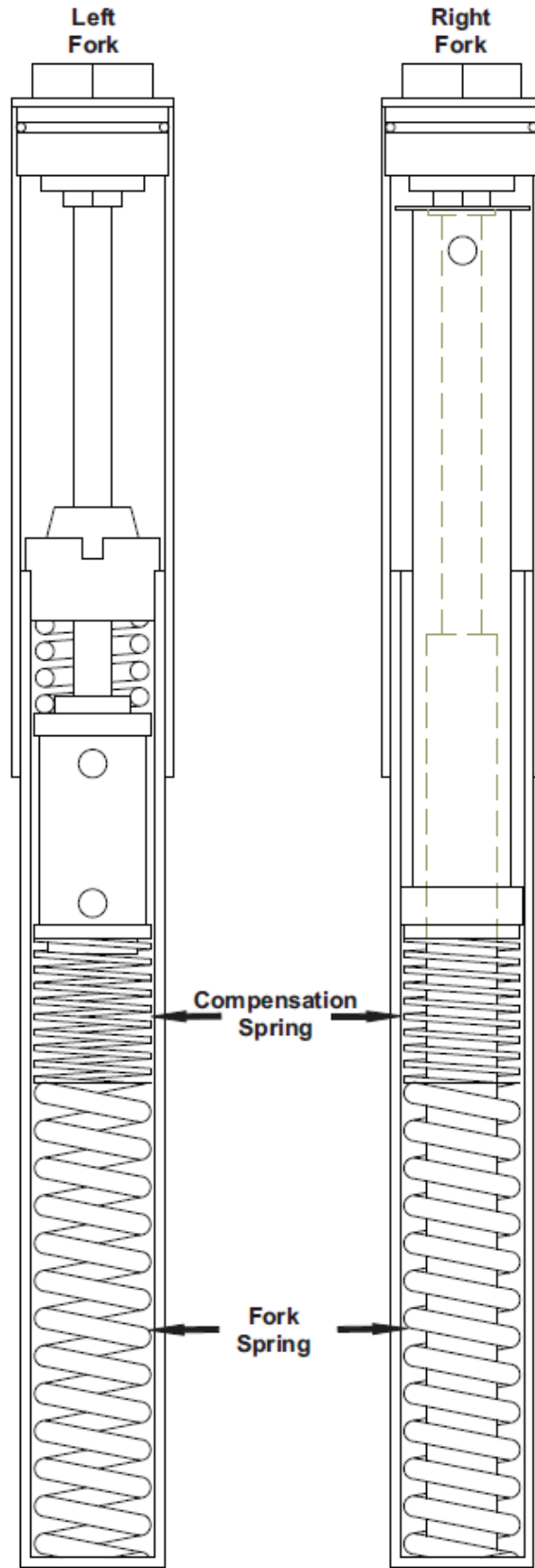
- First install the new Drop-in fork springs into the forks. Then install the compensation springs (one in each fork) and reassemble the forks as normal - using the stock pre-load collars and all other components (**see page 3 illustration**).
- You'll notice the initial pre-load force generated by the new spring combination is much less, making the forks easier to assemble. This is by design.
- Torque fork cap and reinstall fork, fender, wheel, and all other components per a factory authorized shop manual. Remove motorcycle from lift and re-check all fasteners for proper tightness.
- 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 recommend installing a pair of Progressive Suspension performance shocks.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting accustomed with its altered handling characteristics.

FINE TUNING

Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 5 weight increments (i.e. from 10 weight to 15 weight.). **Oil viscosity will have more effect on rebound damping than compression damping, too high a viscosity can create harshness on sharp edge bumps. The oil level also affects the ride, too high an oil height and the forks will feel stiff, too low an oil height and the bike will bottom and feel soft or dive excessively.**



Illustration



(Illustration NOT to scale)

