

PROGRESSIVE™ S U S P E N S I O N™

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Off-Road Fork Spring Installation Instructions

Note: Removing and replacing fork springs should be performed by a qualified mechanic or according to steps outlined in an official shop manual that relates directly to your vehicle's make, model and year.

Warning: Never attempt to remove the fork cap without first placing a motorcycle stand or sufficient blocks under the vehicle to securely lift the front wheel off the ground. **Failure to do so could result in serious injury!**

1. Reduce any air pressure in forks to zero.
2. Use caution when removing fork cap as it is under pressure due to spring pre-load.
3. In cases where two fork springs (short & long) are installed from the factory. Remove and discard both springs and washer located between the two springs.
4. For maximum performance, ride comfort and minimum fork wear, we recommend the forks be thoroughly cleaned, inspected and new fork oil installed.
5. With the front wheel off the ground, forks fully extended, install your new Progressive Suspension® Fork Springs with the close wound coils up and adjust pre-load as described below:

What is pre-load? Pre-load is the distance the spring will be compressed when the fork cap is installed. Proper pre-load is critical as it determines the ride height and effects how the bike handles. The ideal pre-load with our springs for most off road motorcycles is approximately .125" to .375".

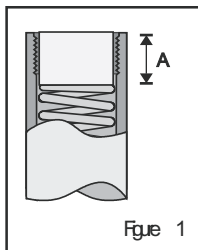


Figure 1

- A. Measure from the top of the fork spring to the top of the fork tube (See figure 1).
- B. Measure the length of the fork cap that screws into the fork tube (See figure 2).
- C. Subtract measurement B from A, this will be the length of the spacer required for zero pre-load. Add .125" - .375" depending on the motorcycle and riders weight.

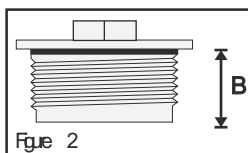


Figure 2

Warning: If a spacer is used, a washer must be placed between the pre-load spacer and the fork spring.

6. **Oil Viscosity:** We recommend referring back to your official shop manual for an oil viscosity recommendation.

Oil Level: As a starting point we recommend stock oil level. The oil level will affect the compression ratio of the fork. (Which in turn affects the bottoming characteristics of the forks from 1/2 to full stroke.) Never set oil level outside the factory recommended upper and lower limits.

Bottoming: If after riding the bike, the forks bottom excessively, the oil level may be increased by adding fork oil in 1/4" (6mm) increments. Do not exceed the factory recommended upper limit.

Too Stiff: If after riding the bike, the forks seem too stiff at full stroke, the oil level may have to be decreased slightly to lower the compression ratio. Decrease the oil level in 1/4" (6mm) increments. Do not decrease the level below the factory recommendation.

Air Pressure: After installing the new springs we recommend zero air pressure.

Fork Spring Notes

1. Stock spacer may be shortened to fit.
2. Chain drive 920 and European models do not require spacer.
3. Spacers are not included. They may easily be fabricated from aluminum or PVC pipe.
4. Triumph Damper Rod Kit available, Order #5050.
5. Spacer required is furnished with springs.
6. Left hand fork: Remove and discard stock spacer and use the 3.5" spacer supplied. Right hand fork: Shorten stock spacer to 4.2".
7. Install new spacer (1.75" PVC) below stock metal spacer to allow adjustable cap to function.
8. Reuse stock spacer.
9. Remove and discard stock spacer.
10. No spacer required.
11. Some leading axles require spacer, see note 3.
12. Obsolete
13. Spacer length must be calculated according to instructions included with fork springs.
14. Improved damper rod kit available, order #5052.
15. Improved damper rod kit available, order #5051.
16. Optional 43mm springs available depending on rider weight, riding style, etc.:

11-1143MX (light)	19-23 lb progressive rate
11-1143LT (med)	18-26 lb progressive rate

17. If a bike is not listed, refer to off road fork springs listed below. Generally our fork springs will fit the forks with the same millimeter but there are exceptions. The inner diameter of the forks must be at least .5 mm larger than the diameter of the fork springs. Off road spring specifications as follows:

Fork Diameter	Fork Spring	Spring Rate	Spring Dia.
35mm	11-1135	18-28	27mm
36mm	11-1136	18-28	29mm
38mm	11-1138	18-28	31mm
40mm (Conventional forks)	11-1140	20-30	33mm
40 mm (White Power Upside Down)	11-1140UD	18-28	33mm
41/42mm	11-1141	18-28	35mm
43mm	11-1143LT	18-26	36mm
43mm	11-1143MX	19-23	37mm

18. Cut the included spacer to length indicated.
19. You must add a spacer (length indicated) to spacer furnished with springs or make a spacer that is the same length as the two combined.
20. This particular bike has two different fork legs. The left fork leg requires the stock fork spacer to be shortened to 3.25". The right fork leg requires the stock spacer to be removed and discarded. No spacer is needed in the right fork leg.