



# INSTALLATION INSTRUCTIONS

Fork Spring Kit

2015-later\* Indian Scout & Scout Sixty

## ATTENTION!

Statements in these instructions that are preceded by the following words 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 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 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.

## INSTALLATION

- Read all the instructions carefully before installing this kit on your motorcycle. Use a 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 balance point is towards the front of the engine.

## 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)

- Remove forks according to instructions contained in your factory authorized service manual.
- Or, you may remove the handlebars to gain access to the fork caps and install this kit without full removal of the front forks from the motorcycle.

#### Note:

*For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed. - we recommend a 15wt. fork fluid. See Fine Tuning for more information. Fork oil level should be measured with the forks spring(s) removed and the fork completely compressed. The measurement from the top edge of the fork tube to the fluid level should be 140mm.*

- This Progressive Suspension fork spring kit is a direct replacement of your stock springs and preload spacers. You can cut the supplied preload spacers or your OE spacers to the recommended length as shown on page 3.



- **While the installation of this 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, reinstall the forks, fender, wheel and anything else you may have removed and lift the 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.**
- After removing both forks, start with one of the forks and remove the fork cap, then remove the preload spacer, stock washer and spring.



**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!**

- Drain the old fork oil.
- Secure the fork assembly so you can fill it with new oil. This requires stroking the assembly to draw oil from the inner fork tube into the outer fork slider. Pour enough fork oil in each fork, pausing to stroke the assembly to get the oil into the outer fork slider, to achieve the recommended 140mm fork oil level - which is measured from the top lip of the fork tube to the oil, with the fork compressed all the way and the fork spring & spacer removed.



**NEVER ADD TOO LITTLE OR TOO MUCH FLUID RESULTING IN A MEASUREMENT LESS THAN 140mm WHEN USING THIS SPRING KIT.**





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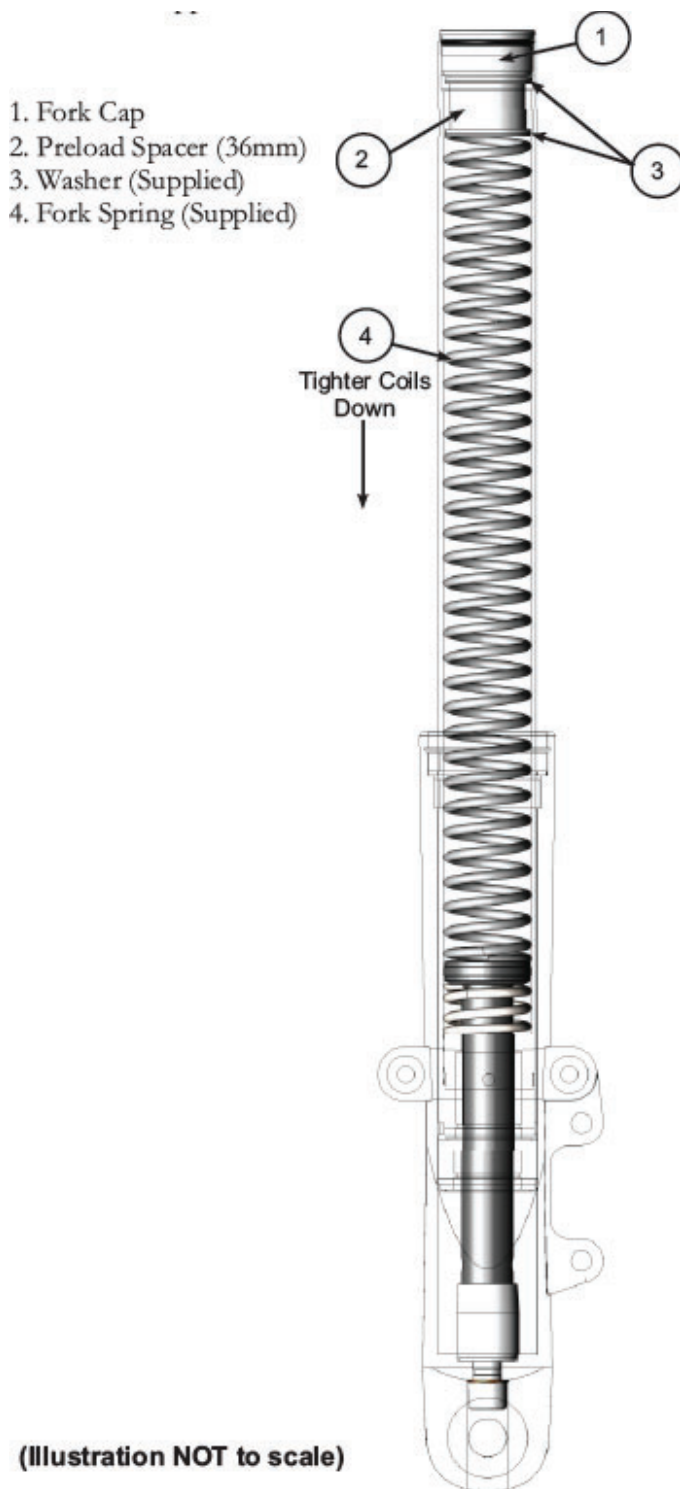
### Refer to illustration at right

- Cut either the supplied pre-load spacers or your OE pre-load spacers to 36mm (1.4").
- In each fork leg, install one of the supplied Progressive Suspension fork springs into the fork, tighter coils down.
- Install one of the supplied washers on top of the spring.
- Next install one of the 36mm (1.4") long preload spacers.
- Install one of the supplied washers on top of the preload spacers.
- Install the stock fork-caps. While reinstalling the fork cap be certain to torque them to the proper specification per a factory authorized manual.
- Reinstall forks, fender, wheel, and all other components per a factory authorized manual. Remove motorcycle from lift and re-check all fasteners for proper tightness per your factory authorized manual.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.
- For totally balanced suspension, we highly recommend installing a pair of Progressive Suspension shocks, also available at your local dealer.

### FINE TUNING

**Fork Oil:** For 2015 & 2016 Model Scout & Scout Sixty, we recommend using 20wt. fork oil. For 2017 & Later model Scout and Scout Sixty, we recommend 10wt. fork oil. Fork oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 2.5 or 5 weight increments (i.e. from 2.5 weight to 5 weight / 20 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. Too low a viscosity can make the front end feel bouncy and loose

**Preload:** Spacer length can be increased to raise the ride height and stiffen the ride. Adjust in +1/4" increments (+ 1 1/2" max). Do not shorten the preload spacer length below the recommended spacer length.



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.

