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## VTX 1800 Fork Spring Installation Instructions

**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 VTX 1800 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.

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

1. Remove fork springs according to instructions contained in your shop manual. For maximum performance we highly recommend that the forks be thoroughly cleaned, inspected and new fork oil installed.
2. The recommended fork oil viscosity as noted in your owners manual is 10wt. See fine tuning for more information.

Fork oil level/volume should be checked according to the steps outlined in your authorized shop manual. Measurement of your fork oil by level is the preferred method. However, some manuals only specify a volume measurement.

3. The Progressive Suspension fork springs are a direct replacement of your stock springs, although they are shorter in length. Install your new fork springs into the forks. Mechanically, it makes no difference which way the springs are installed. Some manuals will state; install the spring with the close wound end towards the bottom. This is done because sometimes there will be less spring noise. The springs will perform exactly the same regardless of which direction they are placed.

4. Fork Braces: We have found numerous cases of binding forks due to improperly mounted fork braces. Our experience has led us to conclude that even the slightest misalignment while installing the fork brace will cause the forks to bind. If, after installing the springs, a harshness exists (especially on small bumps and freeway expansion joints), remove the fork brace and ride the bike again over the same route. If harshness has disappeared, refer to the fork brace installation instructions for proper and concise installation to eliminate the misalignment. If harshness still exists, your front end (wheel/forks) may be misaligned. Consult your shop manual for proper wheel and fork alignment instructions.
5. Technical info: Our technical staff will assist you if you have any problems or questions. Call (714) 523-8700 from 8 am to 4 PM Pacific time.
6. To compliment your suspension, we recommend installing a pair of our 412 Series Gas Shocks, 418 Series Aluminum Shocks or 440 Series IAS Shocks.

### 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 level and the forks will feel too stiff, too low an oil height and the bike will bottom and feel soft or dive excessively.