



Installation Instructions "Drop-In" Fork Lowering Kit 2009-Later* Yamaha VXS95 V-Star 950

ATTENTION

Statements in these instructions that are preceded by the following words are of special significance:

Warning

This means there is the possibility of injury to yourself or others.

Caution

This means there is the possibility of damage to the vehicle.

Note

Information of particular importance has been placed in italics.

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 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.

Warranty

Progressive Suspension warrants to the original purchaser this Part to be free of manufacturing defects in materials and workmanship for a period of one (1) year from the date of purchase. 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.

Warning

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.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized 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 fork springs 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. See fine tuning for more information. Fork oil level should be measured with the fork spring(s) removed and the fork completely compressed. The measurement from the top edge of the fork tube to the fluid level should be 6.5" inches - **NEVER add more fluid that would reduce this measurement to less than 6.5" inches or damage will result.***

- The Progressive Suspension "Drop-In" fork spring kit is a direct replacement of your stock springs and spring spacers, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring. You will also use a combination of the supplied spacers and washers as indicated.

Caution

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. through the full range of steering - lock to lock. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- Before installing the new springs and spacers, it is crucial that you make sure the fluid level is correct. To check the fluid level properly you must have the springs and spacers removed and the fork completely compressed. You then measure from the top of the fork tube to the fluid level - the recommend measurement is 6.5" inches. Add or remove fluid to achieve this measurement.

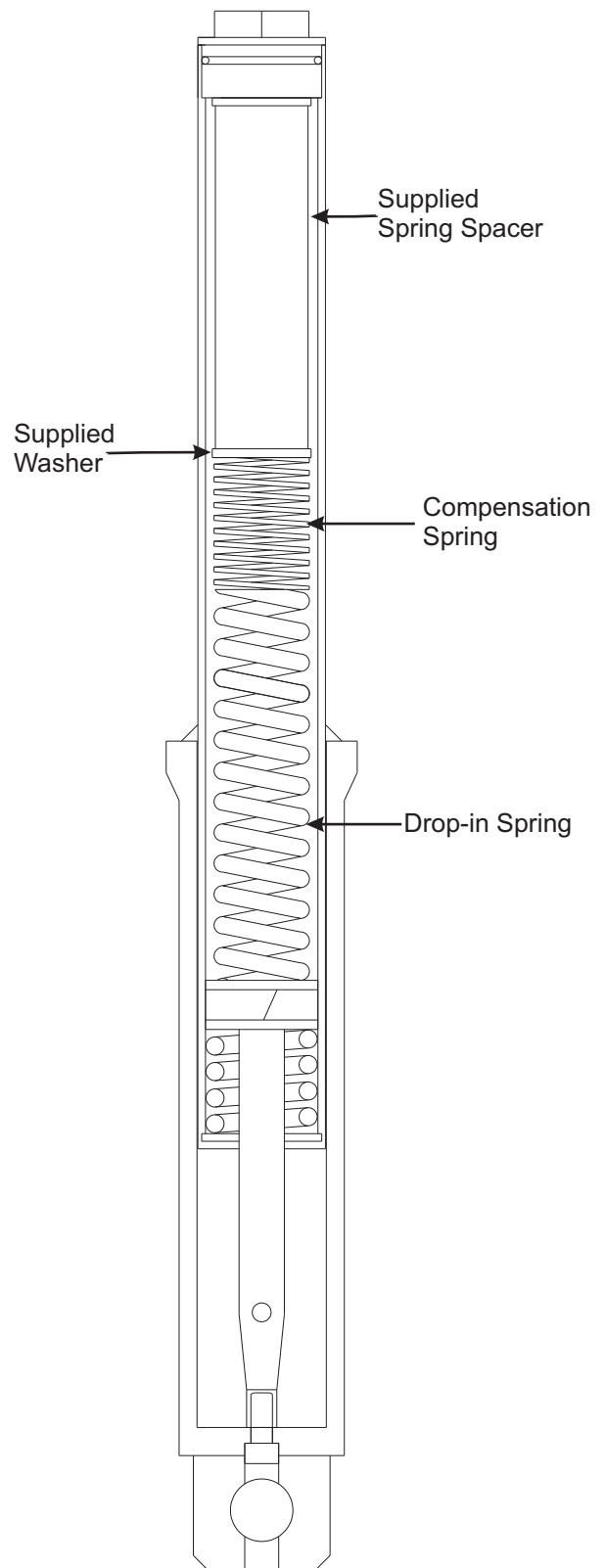
Caution

NEVER ADD TOO MUCH FLUID RESULTING IN A MEASUREMENT LESS THAN 6.5" INCHES.

- In each fork leg, first install one of the Drop-in fork springs into the fork. Then install one of the new compensation springs. Then one of the supplied washers, followed by one the supplied spacers (see illustration).
- Reinstall the fork cap. You'll notice the initial preload 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 8 am to 4 PM Pacific time.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

FINE TUNING

- Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 2.5 weight increments (i.e. from 2.5 weight to 5 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..



(Illustration NOT to scale)

