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412 Series for Harley Davidsons

Note: Please read all instructions thoroughly before starting installation!

These shocks are designed to operate with the shock shaft up. Damage to the shocks may occur if fitted with the shock shaft down.

Caution

Follow instructions in an authorized shop manual or take the motorcycle to a competent dealer.

The motorcycle must be on the centerstand (if equipped) or securely blocked to prevent it from tipping over when the shocks are removed. Failure to do so can cause serious damage and/or injury.

The use of any lowering blocks is not recommended and **will** void the warranty.

Make sure that proper bushings/sleeves are installed in the shocks. Improper bushings/sleeves can cause unsatisfactory and/or unsafe operation (see the instructions packaged with the mounting hardware).

1. Place a quality jack or sufficient blocks under the motorcycle to securely lift the rear wheel slightly off the ground.
2. Using the correct Harley Davidson shop manual, remove the old shocks and note location of mounting hardware. If additional accessories are installed on your motorcycle, please refer to their mounting instructions for removal to gain access to your shocks.
3. Before installing your new Progressive shocks you need to check the tire to fender clearance, making sure that the tire does not come in contact with the fender. If the rear fender or tire has been changed to anything other than stock, a travel limiter may be required. On some models with side bags or luggage, removal of the top cover may be required to eliminate any interference. Due to clearance on some belt drive models, it is necessary to check clearances

around the lower chrome cover (chrome series shocks only.) Install shock assemblies onto motorcycle and tighten mounting bolts/nuts to proper torque. Offset lower eye may be rotated in or out to gain clearance where required. This can be used to gain clearance for the lower cover, if this does not work, removal of the lower cover may be necessary.

4. Reinstall any accessories removed in accord with their mounting instructions. Make sure accessories do not interfere with shocks throughout full travel. If any accessories bolt to shock mounting points, a careful inspection must be made to insure that they do not bind the shocks.

Note: *Due to assembly requirements, the bump rubber and washer on the shock shaft are positioned where the washer may rattle slightly. A few miles of normal riding will position the washer where it will cease to rattle. The rattle (if any) will not damage or have any adverse effect on the shock.*

5. Test ride: If excessive bottoming occurs, adjust cam to a higher setting.

For easier spring preload adjustments, put a small amount of cam adjuster lube (supplied) on the sliding surface prior to rotating the cam (see figure 1).

6. Then ride and enjoy...Safely.

Compliment your new shocks with a set of Progressive Suspension fork springs.

