Pat, Maybe TOP TEN REASONS to change your suspension?

* #1 Improve Ride and Handling (feel your bottom again!)

* #2 Change ride height (slam it for show or raise it for go!)

* #3 Improve Appearance (who says chrome has to just look good!)

* #4 Replace worn suspension (see #1 above for more details)

* #5 Ride with confidence (PSI quality is tops in the industry)

* #6 Know that we are always there to help you (customer service techs, who not only ride, but really wrench!)

* #7 Having the latest suspension technology on your bike (PSI is known for it’s many industry firsts!)

* #8 Backed by the industry’s best warranty (lifetime on 440 shocks and on ALL coil wound progressive rate springs)

* #9 Not just a Niche market suspension manufacturer (PSI has shocks for virtually any and all applications, whether Metric, V Twin or ATV!)

* #10 If you have changed your rear tire two times you are probably ready to replace your worn suspension!
For the most part, the inner workings of motorcycle suspension seem to be shrouded in a great deal of mystery. Although the spring element of the up and down motion is readily obvious, the magic that happens within and which truly defines the difference between good and not-so-good suspension tends to elude most riders. Having a basic understanding of these critical components is not only important, but is ultimately the path to your becoming a better and certainly more comfortable rider.

Motorcycle shocks (as well as the suspension element of forks) can be divided into two basic components. The spring whose simplified function is to carry the load as well as absorb the impact of bumps and other road imperfections and a damper that dissipates the energy created by the spring's compression and resulting extension (usually referred to as rebound).

**Springs**

The spring is (for the most part) wound steel and is defined by its rate. Rate is a measurement of the force required to compress the spring and is expressed in lbs per inch. For instance a spring with a 100 lbs/inch rate will require 100 lbs to compress it one inch. Each subsequent inch of compression would require an additional 100 lbs of force. This is referred to as a straight or linear rate spring. The alternative, a progressive rate spring which allows a single spring to essentially exhibit multiple rates. By utilizing varied spacing spring coils, the initial rate may be 100 lbs/inch, but each subsequent inch of movement would require more than an additional 100 pounds, and the third inch would require still more. Progressive-rate springs become stiffer as they are compressed. The advantage is a spring that is supple enough to soak up small bumps, yet firm enough to handle a big hit.

**Dampers**

Now that your motorcycle has 'absorbed' a bump, the compressed spring has stored the energy of the hit and without a damper it would be released in a fury of rebound might, extending the spring beyond its original static length and repeating the cycle until the energy had dissipated. The resultant store and release sequence would cause your bike to pogo down the road.

Imagine a basketball bounced hard onto the asphalt; not only does it bounce back, but it would bounce higher than your hands where it had started. Now, imagine if you bounced it under water. This is the effect that a damper has on the stored energy of a spring. In fact, a damper, like the water analogy, uses a liquid (in this case oil) and forces it through a series of small holes. The ensuing resistance controls the return of the spring energy. The kinetic energy (motion) of the spring is transferred to the oil and dissipated as heat.

Oil based damping is a clever solution, yet comes with its own set of challenges. For instance, rapid damper movement reduces the space within the shock for the fluid, thus a compressible medium must come into play or the shock would likely stop moving. The obvious solution would be to leave a bit of air space for the oil to move into, but air rapidly expands when heated (remember the shock has transferred the energy of motion to heat) and the damping characteristics of the shock would be ever changing. The solution is a separate chamber of a heat tolerant gas (in this case nitrogen) that allows the oil to expand without impacting the damping.
All of Progressive Suspension’s shocks are Preload Adjustable. This allows the user to easily tune the shocks for their specific combination of bike and rider weight. Although we design a shock to fit and perform on a specific motorcycle, we have no way of knowing if the rider will be a 140lb or 240lb and the addition of cargo and passenger further complicates the issue.

An obvious solution is an adjustment on the shock that allows the rider to quickly set up his shocks to match his bike/rider weight combination. This is where Preload Adjustment comes into play. By compressing or uncompressing the spring a small amount, a shock can be perfectly tuned to suit the conditions for which it will be used. In addition to this level of tuning, most PSI shocks are also offered in Heavy Duty applications, recommended for bikes that are operated at or near the manufacturer’s maximum load rating over 50% of the time.

OK, so now you know your shocks can be adjusted to fit your bike and weight, but where do you start? Naturally from the beginning and with an understanding that shocks work in both the up and down movements of the bike. If all pavement imperfections were bumps, shocks for the most part would focus on compression. Unfortunately, there are pot holes and other sorts of gaps that require a shock to function in the other direction as well. To achieve this, a shock compresses a small amount under the weight of the bike and the rider, before it has even been asked to do any work. This is called Sag, and is adjusted via the handy Preload Adjusters we include on each PSI shock.

There are two key Sag measurements, the first is Free Sag, ideally measured from the center of the rear axle to an arbitrary point directly above the axle (a fender bracket, for instance). This is done off the stand and with a helper holding the bike straight up. A solid lift of the rear end (simply pick up the bike by the fender or rack as far as you can) will unladen the shocks and a Free Sag measurement can be taken.

The next critical measurement is Rider Sag and this is done with the rider on the bike (hands on the bars and feet on the pegs) and a helper or two supporting it. A measurement is again taken from the center of the rear axle to the same point as before. The difference between the two measurements is your final Sag and for cruiser and touring bikes is generally expected to be .75” to 1.25” (depending on application). If your number is less, then the bike will require less preload, and if it is higher, more preload is needed. Twin shock bikes should always be adjusted with the equal preload on both sides.

A properly tuned suspension can improve the ride of your motorcycle.
Progressive Suspension continues to take the market to new places and the 812 VINTAGE Series shocks are just another example of our innovative work. We’ve utilized a multi-stage, velocity sensitive shock and wrapped it in an old school full chrome steel can that looks like it’d be right at home on a 50’s Panhead. In fact, it would also look great on a modern Dyna and it’ll make any of them ride better.

The 812 Vintage is available in a Heavy Duty version as well!

New for 2008

- Billet Aluminum End Caps
- Hidden Hardware
- Full Length Can
- 5 Position Preload Adjuster
- Multi-Stage velocity Sensitive Damper
- High Pressure Gas Charged for consistent damping performance
- Select HD & Metric Applications

MSRP

USD $359.47
New for 2008 the 812 FLAME Series is the ultimate fusion of form and function. We’ve taken our road-proven multi-stage velocity sensitive damper system and five position preload adjuster and combined them with flowing machined aluminum end caps and aggressively styled spring cans. The result is a shock that changes the look of shocks as we know them without sacrificing the performance that we demand.

The 812 is available in two spring finishes - chrome or black - for a “custom look”.

New for 2008

- Billet Aluminum End Caps
- Hidden Hardware
- Chrome Flame Can
- Chrome OR Black Spring
- 5 Position Preload Adjuster
- Multi-Stage velocity Sensitive Damper
- High Pressure Gas Charged for consistent damping performance
- Select HD & Metric Applications

Pat-
These are the coolest looking shocks ever made!
-Dave
The Baloney and Double cut where the first of the 812 design revolution. Introduced last year, these shocks have taken high performance suspension and merged it with previously unseen style. We’ve achieved it by taking our road-proven multi-stage velocity sensitive damper system and five position preload adjuster and combined them with sinuous machined aluminum end caps and styled spring cans. The result is a shock that changes the look of shocks as we know them without sacrificing the performance that we demand.

- Billet Aluminum End Caps
- Hidden Hardware
- Chrome Spring
- 5 Position Preload Adjuster
- Multi-Stage velocity Sensitive Damper
- High Pressure Gas Charged for consistent damping performance
- Select HD & Metric Applications
Flush mount LED follows the contour of the stylized 812 shock cap. Subtle design is unobtrusive and blends nicely into the shock cap. Powerful LED array can be wired into brake or turn signal system.

Replacement Cap for Progressive Suspension 812 and select 412 shocks.

- Wires easily into existing harness
- Super Bright LEDs
- Hidden hardware
- May require load balancer (balancer is included with kit)
- Control module required when uses as additional brake light.

MSRP USD $199.95

New for 2008

Dave—you thought the 812s were the coolest thing ever, check this out!—Pat

PSI Shock Light!
Always the innovator in the custom suspension market, we have once again upped the ante with the street rod styled 430 series of shocks. Utilizing a high pressure gas mono tube design with deflective disk damping to insure high performance ride control the 430 Series can also be mounted rod up or rod down, depending on your application. Threaded pre-load adjusters allow for toolless adjustment, and effortless tuning of ride quality.

First of their kind, machined aluminum spring perches and street rod styling of the new 430 Series are complimented by smooth lines and a polished chrome body.

- High Pressure Gas Charged for consistent damping performance
- Progressive Rate Springs available in Standard or Heavy Duty rates
- Chrome covers with Chrome springs or Black anodized with Black Springs
- Available in lengths from 11.0 inch to 13.5 inch
- HD & Metric Applications

**New for 2008**

**MSRP**

USD $495.85
Every product line has a ‘best of the best’ and the PSI 440 Series shocks are just that. We wrap our proven progressive rate spring around a state of the art damper and top (and bottom!) it off with machined aluminum end caps. A top mount threaded preload adjuster allows for fine tuning with a simple twist of the cap and the 440 Series is available in 2 finishes and multiple spring rates as well as the ideal stock or lowered length for your bike.

- I.A.S. (Inertia Active System) separates wheel movement from chassis movement
- High Pressure Gas Charged for consistent damping performance
- Progressive Rate Springs available in Standard or Heavy Duty rates
- Chrome covers with Chrome springs or Black Powdercoat covers with Black Springs
- Limited lifetime warranty on I.A.S. Dampers
- Available in lengths from 11.0 inch to 13.5 inch
- HD & Metric Applications

MSRP
FROM
USD
586.07
By combining state of the art suspension damping technology (Inertia Active System) with dual air chambers, Progressive Suspension has created the ultimate rear suspension. The Airtail IAS is the result of years of R&D and represents the pinnacle of high performance and tunable suspension. Utilizing both a coil and air shock allows the Airtail IAS to ride like traditional high-end shocks while still allowing for extensive height and spring rate tuning. The dual air chambers permit the rider to adjust ride height INDEPENDENT of suspension firmness. This translates to the ideal ride height, without any sort of compromise in ride quality. Also available with on-board compressor allowing for on-the-fly tuning.

- Integrated Air & Coil Shock
- Independent Firmness & Height Adjustments
- Inertia Active System with Inertia Valve Technology separates wheel movement from chassis movement
- High Pressure Gas Charged for consistent damping performance
- Compressor Kits sold separately
- Limited lifetime warranty on IAS dampers
- Touring, Dyna & VTX Applications

Dave—Don’t forget we are now doing the Airtail IAS for the DYNA and VTX models!  —Pat
Until recently, air-adjustable suspension was a collection of compromises; the traditional air spring was never designed to perform the entire suspension function, and removing air to lower it made things even worse. Compromise does not sit well with us, so naturally we had to completely rethink air adjustable shocks. Not only did we utilize a traditional coil spring, but we’ve also inverted the customary function of the air chamber. What’s that mean to you? First off, it means that ADDING air pressure LOWERS the bike. All other Softail air suspension was instantly rendered obsolete. The addition of an on-board air compressor allows for instant and on-the-fly adjustment of both ride height and spring rate. The result is a perfectly tuned suspension, no matter the load or ride height.

- Independent Air & Coil Shocks
- Independent Firmness & Height Adjustments
- High Pressure Gas Charged for consistent damping performance
- Compressor Kits sold separately
- 1989 thru 2008 Applications
Both the Airtail (for Softail style chassis) and the Airtail I.A.S (for twin shock chassis) can be set up two different ways.

**Option 1:** Shocks only, no compressor, adjustments made via hand pump (see page 27)

**Option 2:** Shocks connected to a PSI compressor Kit and on-board toggle switch
Dave—
Here’s the Application chart for all the compressor kits we make
—Put

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Application</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>30-5100</td>
<td>compressor kit</td>
<td>FXST/FLST FXSTS/FLSTS</td>
<td>AirTail 1989-99</td>
</tr>
<tr>
<td>30-5101</td>
<td>compressor kit</td>
<td>FXST/FLST see notes</td>
<td>AirTail 2000-07</td>
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<td>30-5102</td>
<td>compressor kit</td>
<td>FLH/FLT (All)</td>
<td>AirTail IAS 1997-07</td>
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<tr>
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<td>Control kit w/Gauge</td>
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<td>FLH/FLT (All)</td>
<td>AirTail IAS 1997-07</td>
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<tr>
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<td>Compressor Only (High Pressure)</td>
<td>FXST/FLST FXSTS/FLSTS</td>
<td>AirTail 1989-99</td>
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<tr>
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<td>Control kit w/Gauge</td>
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<tr>
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<td>Control kit w/Gauge</td>
<td>FXST/FLST see notes</td>
<td>AirTail 2000-07</td>
</tr>
</tbody>
</table>
Our shock system for the venerable Softail style chassis is exclusively available as an adjustable ride height version. Progressive Suspension was the first to introduce aftermarket shocks for the most popular frame design ever produced and we continue to refine our work. Two inches of ride height adjustment as well as adjustable for spring preload to accommodate varying loads and rider weights, all wrapped in a chrome shroud.

- **CHROME Plated**
- **2 INCHES of ride height adjustment**
- **Preload Adjustable**
- **Dual Coil Shock system**
- **High Pressure Gas Charged for consistent damping performance**
- **1989 thru 2008 Applications**

2" of ride height adjustment!
The beloved Springer is often overlooked when it comes to high performance suspension components. Not by us, though! We’ve been happily building a replacement shock for years! Designed to reduce front end bounce, dive and the inherent softness of the stock setup. MultiStage Velocity Sensitive Damping increases cornering stability, as well as ride quality. The Springer front end has never worked so well!

- Chrome Plated
- MultiStage velocity Sensitive Damping
- Dual Wall Construction
- 1989 thru 2008 Applications

MSRP is $185.00
The 412 Series shocks are simply the best value shock on the market today. The 412’s proven, durable design means they will be an improvement to your motorcycle’s suspension performance for as long as you are riding it. The double-wall steel body construction with nitrogen charged, multi-staged velocity sensitive valving gives you smooth, consistent damping. A five position cam style preload adjuster lets you dial in your ride whether you’re a light rider or heavy hitter. With multiple options like full show chrome or black covers, chrome or black springs in progressive rate, Standard or Heavy-Duty, and lengths from 11” to 14.2”, there is sure to be a 412 that’s right for you and your bike.

- All steel double wall damper with multistage velocity sensitive damping
- 5-Position cam style preload adjuster
- High Pressure Gas Charged for consistent damping performance
- Standard or Heavy-Duty progressive rate springs in either chrome or black.
- Optional full Show Chrome covers on select applications

MSRP Starting at $278.05
Developed to transform existing Progressive Suspension 412 Series shocks into Full custom application. Simply install using basic tools and spring compressor (see page 28). Two unique styles to match the look of your bike.

- Transform Existing 412 Series
- SELECTED APPLICATIONS
- Easy Installation
- Billet Aluminum End Caps
- Two Can Styles

**30-5050CBC / CDC**


- 73-86 FL/FLH (4 SPEED) ALL
- 73-86 FX (4 SPEED) ALL
- 80-86 FXWG (4 SPEED)

**30-5051CBC / CDC**

*TO RETROFIT 412-4050B/C, 412-4069B/C ON THE FOLLOWING APPLICATIONS ONLY:*

- 97-08 FLH/FLT (TOURING) ALL (HEAVY DUTY)
- 91-03 XL SPORTSTER ALL (HEAVY DUTY)
- 412-4069B/C
- 04-08 XL SPORTSTER ALL (HEAVY DUTY)

**30-5052CBC / CDC**

*TO RETROFIT 412-4006B/C, 412-4011B/C ON THE FOLLOWING APPLICATIONS ONLY:*

- 97-08 FLH/FLT (TOURING) ALL and 412-4007B/C
- 91-03 XL SPORTSTER ALL
- 04-08 XL SPORTSTER ALL

**30-5053CBC / CDC**

*TO RETROFIT 412-4005B/C ON THE FOLLOWING APPLICATIONS ONLY:*

- 91-93 XL SPORTSTERS ALL
- 412-4006B/C
- 04-08 XL SPORTSTERS ALL
The 418 Series Aluminum Bodied Twin Shocks are the choice of top custom bike manufacturers for these simple reasons: Unsurpassed Quality! Stylish Looks! Unbeatable performance! 418 Series shock bodies are manufactured from aircraft quality aluminum and then clear anodized for an attractive, durable and long lasting finish. The 418s feature a 5-position rebound damping adjustment for the perfect ride. The shock shafts are made from 4130 chromoly steel that is precision ground and hard chromed. Springs are all made from the highest quality materials and are available in both chrome and black powder coat finishes as well as Standard or Heavy-Duty spring rates. A four-position cam style adjuster handles preload adjustment duties. Multiple lengths from stock to lowered available for most applications.

- Billet aluminum damper body is lightweight & stylish.
- Rebound damping is adjustable to five settings for the ultimate in tunability
- Cam style preload adjuster
- Standard or Heavy-duty progressive rate springs in either chrome or black
- Available in Lengths from 11.5" to 13.5"

MSRP

USD $494.35
The 420 Series Single Shock is machined from aircraft quality aluminum that is then anodized to protect the finish. It utilizes a twin wall design that incorporates a unique internal bladder for oil/gas separation. The 420 Series features velocity sensitive, multi-stage valving for a consistent, controlled ride and great handling. The shock shaft is made from 14mm chromoly steel and is then hard chromed for durability and smooth operation. Only the highest quality internal seals and bushings are used. The 420 features heavy-duty spherical bearings in the eyelets. On the off-road side, we offer the finest suspension package for your off-road or dual sport motorcycle. The damping and spring rates for the 420 Series Shock have been specially developed for each unique application. For cruisers, we offer the 420 Series in a standard length and a 1" lowered length on select applications.

- Multistage-valved Velocity Sensitive machined aluminum-bodied damper
- Twin wall design with unique internal bladder system keeps air and high pressure nitrogen separate for consistent damping
- Durable 14mm Chromoly Shaft is hard chrome plated to minimize stiction
- Threaded, notched preload adjuster with lock ring permits fine-tuned preload adjustment

**MSRP USD**

$463.45
The Original Air Shock from Progressive Suspension features a machined aluminum air chamber for perfect sealing surfaces, heavy duty springs, air adjustability and velocity sensitive, multi-stage valving. Years of testing, riding and experience have proven that the 416 Series is absolutely the finest air shock available. We start with an aluminum extrusion that is precision machined to exacting tolerances. The air chamber is then mated to our famous Progressive Suspension damper unit using the highest quality seals and bushings available. The 416 Series is the perfect choice for the touring rider who carries a varied load. Air lines and fittings are easily installed. An optional adapter kit is available for most touring bikes to tap into the stock air fill system (fill valve or air compressor).

- Progressive Suspension Custom Tuned Multistage Damper
- Precision machined aircraft grade aluminum air chamber
- Replaceable main shaft and air seals
- Standard air fitting is adaptable to most stock air fill systems
- Standard dust boot for additional protection against the elements

MSRP
$401.65
12 Series - The 12 Series are the same damper units that are utilized in our 412 Series, without the springs and covers. They feature double walled steel bodies, a 5-position preload adjustment and are gas charged. Springs are purchased separately to fine tune for your particular application and are available in chrome or black powder coat finishes in Standard or Heavy-duty rates.

13 Series - The 13 Series twin shocks for off-road applications. These shocks are the perfect choice for that old off-roader in your garage. They feature a cellular foam chamber that enables the shock to be run in any position with no loss of damping performance. Hard chromed precision ground shaft, double walled construction for durability and a 5-position preload adjustment.

14 Series - The 14 Series is the way to go for the 'correct' original equipment look of older style shocks. It has a smaller body than our 12 Series to fit the era. The 14 Series are available for most older motorcycles such as the Honda CB's, the Suzuki GS line, KZ Kawasakis and XS Yamahas. They feature an adjustable spring preload and velocity sensitive multi-stage valving. Springs are available in chrome or black powder coat finishes in Standard or Heavy-duty rates.

- Five position cam style preload adjuster
- Standard or Heavy-duty progressive rate springs in either chrome or black (sold separately)
- 12 Series shocks are dampers only. Progressive Suspension springs can be mated for a customized ride
- 13 Series twin shocks for off road applications are dampers only. Progressive Suspension springs can be mated for a customized ride
- 14 Series twin shocks for vintage applications are dampers only. Progressive Suspension springs can be mated for a customized ride

MSRP from USD $133.85
Goldwing riders rejoice. Technically the same features as the 440 series, the 450 series is designed specifically for the GL1500 Goldwing. It features a Progressive Rate spring, Inertia Sensitive / Velocity Sensitive Damping and is used in conjunction with the stock air shock. The 450 series I.A.S.® shock provides the ultimate ride for your 1500 Goldwing.

- Revolutionary Inertia Active System with Inertia Valve technology separates wheel movement from chassis movement
- Progressive Rate Spring
- Powder coated damper and Black Nitride shaft
- Designed specifically for the Honda® GL1500 Goldwing

MSRP USD $438.27
countless miles and nearly two years of development time have resulted in the ultimate suspension upgrade for the modern Gold Wing. From the very company that invented performance suspension for the touring set, comes Progressive Suspensions 460 Series shock. Designed to not only improve the ride and handling of the GL1800, but also integrates the original equipment electronic preload adjustment system.

The 460 Series is constructed using a durable steel body and hard chrome shaft to reduce wear. Internals include a nitrogen charged damper, which eliminates cavitation and an o-ring backed piston for smooth and consistent movement. Naturally, the spring is a progressive rate unit and designed specifically for the needs of the Gold Wing. High end suspension is always adjustable to suit each unique rider and the 460 is exactly that. Two pre-load ranges allow for varied loading without impacting suspension performance and 16 positions of rebound adjustment allow the shock to be perfectly tuned to the riders needs. A simple tool, included with the shock allows for easy rebound changes.

- Improved Damping  - Progressive Spring Rate
- Adjustable Rebound Damping
- Accepts Stock Preload Adjusting System
- Steel Mono Tube Shock
- Dual O-ring backed piston ring

MSRP USD $622.12
The ‘Original’ Progressive Rate Fork Springs soak up the small road bumps, yet are firm enough to absorb the molar-rattling ones. Spring rates have been chosen to reduce front-end ‘dive’ during braking, yet still provide excellent ride comfort. Better yet, we warrant our fork springs for life!

Progressive Rate Fork Springs have several advantages over straight rate springs. A straight rate spring only offers linear resistance to compression and is a compromise. For example, if you have a 20lb straight rate spring, it will take 20lbs of force to compress the spring one inch. It will take 20 more lbs of force to compress it the next inch, and so on, until the end of the travel. A Progressive Rate Spring has the advantage of a rising rate resistance to compression.

For example, a 15lb - 25lb Progressive Rate Spring will take 15lbs to compress it the first inch, 17lbs the next inch, and so on, until the end of the travel, taking 25lbs to compress it the last inch. The benefit of this is that the spring can be soft enough at the start of the travel to offer a ‘plush’ ride, yet be firm enough at the end of the travel to soak up the big bumps.

- Progressive Rate
- High quality chrome silicon wire
- Precision-wound
- Lifetime warranty

MSRP

USD

$82.35
**WARNING!** Installing a lowering kit WILL decrease initial ground clearance. The motorcycle will be lower to the ground and care should be taken to avoid bottoming, especially over bumps or in turns. To maintain proper balanced geometry, we recommend lowering the motorcycle in the rear the same amount as the front.

Available for most models. These kits, when combined with shorter than stock rear shocks, will give you that low, custom look. Our cruise control kits come complete with our famous Progressive rate Fork Springs, spacers, and instructions.

- Progressive Rate
- Kit includes 1" Lower and 2" Lower Components
- High quality chrome silicon wire
- Precision wound
- Lifetime warranty

MSRP USD $106.04

Pat, This is the hot set up for the guys using a 21 inch wheel on their baggers!
MINI GAUGE PUMPS
A handy source of air pressure for adjusting pressure in your forks and air shocks. Comes complete with flexible hose and integral gauge.

GPA-0-15 • 0-15psi
GP3-30 • 0-30psi
GP3-60 • 0-60psi
GP3-100 • 0-100psi
GP3-300 • 0-300psi

DAMPER RODS
31-5053 - Designed for most 39mm forks (See applications)
To complement our fork springs and further improve your suspension, install these special damper rods, engineered for superior damping performance over the stock units.

SOFTAIL® LOWERING KIT
30-5046C ('89-'99, Chrome)
30-5048C ('00-'08, Chrome)*
Scharged! Economical lowering Kits available for all Softails
'00 - '08 shown)
*Except 07 FXSTD Duece
05-08 FLSTN Deluxe
08 FXCW Rocker
08 FXCWC Rocker C
We've always believed that although high performance suspension can seem complex, we've already done much of the "heavy lifting" for you. In many cases the final installation onto your bike can be done by a competent garage mechanic. With that in mind, we have developed a series of tools to make that process even easier.

**PRELOAD WRENCHES**

- **SW-1700**
  - This adjustable spring preload spanner fits most adjusters found on single shocks.

- **SW-783**
  - Compact size and 3/8" drive for great versatility.

- **SW-784**
  - For use with a 3/8" ratchet. Works on any OE or Progressive Softail shock.
  - Advantages: Used with a ratchet, easier to use than the stock OEM tool (and inexpensive too!)

**STANDARD SHOCK TOOL**

- **32-5508**
  - Fits many single and twin shocks. Takes the hassle out of changing springs.

**SPRING COMPRESSOR**

- **32-5507**
  - Assembly/Disassembly tool for Softails.

**FOL-1**

- Allows you to make accurate fluid level adjustments to your fork oil. Has easy to read calibration marks and sliding marker.

**FOL-2**

- This tool is the quickest and most accurate way to set the oil in each fork leg.
  - Designed for the professional or do-it-yourselfer. Works on most forks.
TIRE REPAIR KITS

TRK-5
The new TRK-5 comes with a huge 68 gram CO2 cartridge (standard on our other kits is a 12 gram cartridge). The 68 gram cartridge (RC-004) is over 5x bigger than the standard cartridges allowing for quick tire refills on ATV tires as well as those huge wide tires now found on many street bikes.

TRK-4
The TRK-4 comes complete with both plugs and patches for tube and tubeless type tires. All this inclosed in a durable leather pouch.

TRK-2 (Not shown)
All the TRK-4 goodies but in a nylon pouch.

TIRE REPAIR KITS

TRC-2 for tube type tires
TRCL-2 for tubeless tires
Compact kit in rigid plastic box. Comes complete with patches or plugs, glue, adapter hose and CO2 cartridges.

TIRE REPAIR REFILLS

RPT-1 (Not shown)
Replacement patches.

RC-2 (Not shown)
Threaded CO2 cartridges - 16g

RCN-3 (Not shown)
Non-threaded CO2 cartridges - 12g

RC-004 (Not shown)
Replacement 68g CO2 cartridges for TRK-5.

RPK-3 (Shown at left)
Replacement plugs and cement.
SAFETY WIRE

SW-360 .032in
SW-361 .025in (shown)
The finest stainless steel safety wire available.
Comes in 1lb cans

SAFETY WIRE STARTER KIT

SWW-400 • (Shown at left)
SWW-401 • Safety wire and winder only.
SWW-506 • Washers only, 6mm (18 pieces)
SWW-508 • Washers only, 8mm (18 pieces)
SWW-510 • Washers only, 10mm (18 pieces)
Kit uses stainless washers and wire to make safety wiring a “no-drilling” operation.

SAFETY WIRE

SW-360 .032in
SW-361 .025in (shown)
The finest stainless steel safety wire available.
Comes in 1lb cans

Dave,
How’s a guy supposed to figure out what fits his bike?

Pat,
The easiest way is to use the search utility on the website. Simply select the MAKE, MODEL and Year... The site will then retrieve every PSI product that fits that specific bike. Pretty easy stuff!!!

www.progressivesuspension.com

The FULL LINE APPLICATION CHART also includes a complete list of all of the products, and is available in printed form.
Progressive world wide sales and service partners are here to help you find the perfect product for you or your customer. Progressive Distributors can be found in North America including Canada, Europe, Asia and the Pacific Rim, Australia and New Zealand. Please navigate to the Progressive Website, www.progressivesuspension.com, for distributor contact information. Please contact your local dealer for product sales and availability information.