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.

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**Note**
Information of particular importance has been placed in italics.

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**Warranty**

Progressive Suspension Inc. 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.

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**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.

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**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.

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**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 - we recommend a 20wt. fork oil for the F650’s and the OE viscosity for the F700GS. 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 165mm for the 1999-2007 standard F650GS & F700GS, 185mm for the F650 GS Dakar, & 155mm for the 2008-2012 standard GS.

- The Progressive Suspension fork spring kit is a direct replacement of your stock springs. You will reuse or shorten the stock spacers.
- Before installing the new springs, it is crucial that you make sure you’ve installed the proper fluid and the fluid level is correct. We recommend a 20wt. fork fluid in all but the F700GS, which we recommend stock viscosity. 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 measurements are:
  1999-2007 standard F650GS - 165mm (6.50”)
  1999-2007 GS Dakar - 185mm (7.33”)
  2008-2012 standard GS - 155mm (6.10”)
  2013-2014 F700GS - 165mm (6.50”)

Add or remove fluid to achieve this measurement.
NEVER ADD TOO MUCH FLUID RESULTING IN A MEASUREMENT LESS THAN 165mm WHEN USING THIS SPRING KIT
(155mm for 2008-2012 standard GS).

- In each fork leg, install one of the Progressive Suspension fork springs - tighter coils down - into the fork. Then install one of the stock washers followed by one of the stock or supplied spacers (depending on the year/model, spacers may need to be cut - see below), and all other stock components in the reverse order they came apart - essentially replacing only the stock springs with the supplied Progressive Suspension ones (see illustration).
  
  1999-2007 standard GS - use stock uncut spacers
  1999-2007 GS Dakar - cut stock spacers to 76mm (3.00”)
  2008-2012 standard GS - cut stock spacers to 67mm (2.64”)
  2013-2014 F700GS - cut supplied spacers to 89mm (3.50”)

- Reinstall the fork cap being certain the retaining ring is properly seated. 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 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.

FINE TUNING

- Fork Oil: Though we recommend using a 20wt. fork fluid (except in the F700GS), 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. As stated previously, when using this spring kit NEVER adjust the fork oil level to produce a measurement of less than 165mm (155mm for 2008-2012 standard GS) - measured fork springs removed, fork compressed, from the top of the fork tube - or damage will occur.
ATTENTION
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Warning
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Caution
This means there is the possibility of damage to the vehicle.

Note
Information of particular importance has been placed in italics.

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.

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.

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.

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.

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed - we recommend a Type E or 10wt. fork oil. See fine tuning for more information. Fork oil level should be measured with the fork spring(s) removed, the stock damping valve properly installed and the fork completely compressed. The measurement from the top edge of the fork tube to the fluid level should be 140mm.

The Progressive Suspension fork spring kit is a direct replacement of your stock springs. You will use the supplied preload spacers.

Before installing the new springs, it is crucial that you make sure you’ve installed the proper fluid and the fluid level is correct. We recommend a Type E or 10wt. fork fluid. To check the fluid level properly you must have the springs and spacers removed, stock damping valve properly installed, and the fork completely compressed. You then measure from the top of the fork tube to the fluid level - the recommend measurement 140mm. Add or remove fluid to achieve this measurement.

Never add too much or too little fluid resulting in a measurement other than 140mm when using this spring kit.
In each fork leg, install one of the Progressive Suspension fork springs - tighter coils down - into the fork. Then install one of the supplied washers followed by one of the supplied spacers, and all other stock components in the reverse order they came apart - essentially replacing only the stock springs with the supplied Progressive Suspension springs, preload spacers & washers (see illustration).

- Reinstall the fork cap being certain to torque it to the proper specification per a factory authorized manual. 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 per your factory authorized manual.

- The installation of this kit will produce a ride height approximately one inch lower than stock, this is by design to improve the front end ride quality and cornering grip.

- 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: Though we recommend using a Type E or 10wt. fork fluid, 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. Adjusting the fork oil level to produce a measurement other than 140mm (measured fork springs removed, stock damping valve properly installed, and fork compressed, from the top of the fork tube) will result in poor performance, and possible fork damage.
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**Note**
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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.

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. Special tools may be needed. Please read all instructions before beginning this procedure. If you are uncertain about any part of the procedure, then have the work done by a qualified mechanic.

The FLD model is equipped with a damper-rod type fork on right side and a cartridge fork on the left side.

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 your factory authorized shop 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 - we recommend a 5wt. fork oil. See fine tuning for more information. Fork oil level should be measured with the fork spring(s) removed and the fork completely compressed. We recommend a measurement from the top edge of the fork tube to the fluid level of 150mm. See fine tuning for more information.

- The Progressive Suspension fork spring kit is a direct replacement of your stock springs. You will use the supplied preload spacers - the short one in the left fork and the long one in the right (replacing the OE one).
- Before installing the new springs, it is crucial that you make sure you’ve installed the proper fluid and the fluid level is correct. We recommend a 5wt. fork fluid. 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 150mm. Add or remove fluid to achieve this measurement.
Never add too much or too little fluid resulting in a measurement less than 140mm or more than 250mm when using this spring kit.

- Preload spacer length - there are two different length preload spacers included in this kit. Be sure to install the shortest one in the left cartridge fork, and the longer one in the right damper-rod fork.

- In the right - damper-rod - leg, install one of the Progressive Suspension fork springs - tighter coils down - into the fork. Then install one of the stock washers followed by the long preload spacer, and finally the stock fork cap - essentially replacing only the stock spring & preload spacer with the supplied Progressive Suspension spring and preload spacer (see illustration).

- In the left - cartridge - leg, install one of the Progressive Suspension fork springs - tighter coils down - onto the cartridge assembly. Then install the stock washer that came out of this fork, followed by the short preload spacer included in the kit. Compress the spring and spacer and reinstall the OE spring clip between the spacer and cartridge-rod nut. Reinstall the fork cap onto the cartridge assembly and reassemble the fork per your factory authorized shop manual in the reverse order they came apart - essentially replacing only the stock spring with the supplied Progressive Suspension spring and preload spacer (see illustration).

- Be certain to torque the fork caps to the proper specification per a factory authorized manual. 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 per your factory authorized manual.

**FINE TUNING**

- Fork Oil: Though we recommend using a 5wt. fork fluid, 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. Make oil level adjustments in 10mm increments but as stated previously, when using this spring kit NEVER adjust the fork oil level to produce a measurement of less than 140mm or more than 250mm (measured fork springs removed, fork compressed, from the top of the fork tube) or damage will occur.

- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics and ground clearance.

- Compliment your Progressive Suspension Fork Spring kit with a set of Progressive Suspension high performance shocks.
ATTENTION
Statements in these instructions that are preceded by the following words are of special significance:

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

**Note**
Information of particular importance has been placed in italics.

**Warranty**
Progressive Suspension Inc. 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.

**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.**

**Note**
For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed - we recommend a 7wt. fork oil. See fine tuning for more information. Fork oil level should be measured with the fork springs & preload spacers removed and the fork completely compressed. The measurement from the top edge of the fork leg to the fluid level should be 90mm. Add or remove fluid to achieve this measurement.

**NEVER ADD TOO MUCH FLUID RESULTING IN A MEASUREMENT LESS THAN 90mm WHEN USING THIS SPRING KIT**
After confirming the fork fluid level, install the supplied preload spacers, spring-guides, and Progressive Suspension fork springs - tighter coils down - into the forks in the same manner you would install the stock components per your factory authorized shop manual - essentially replacing the stock preload spacers, spring guides, and springs with the supplied Progressive Suspension components (see illustration).

Reinstall the fork cap being certain to torque it to the factory specification noted in your factory authorized shop manual. Reinstall any other components previously removed per a factory authorized shop 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.

FINE TUNING

Fork Oil: Though we recommend using a 7wt. fork fluid, 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. As stated previously, when using this spring kit NEVER adjust the fork oil level to produce a measurement of less than 90mm - measured fork springs removed, fork compressed, from the top of the fork leg - or damage will occur.

(Illustration NOT to scale)
ATTENTION

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

**Warning**

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**Caution**

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

**Note**

Information of particular importance has been placed in italics.

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**Warranty**

Progressive Suspension Inc. warrants to the original purchaser this Part to be free of manufacturing defects in materials and workmanship with a Lifetime 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.

**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 the fork caps, spring seats, stock and fork springs (under the preload collars) according to instructions contained in your factory authorized shop manual. The Progressive Suspension fork spring kit is a direct replacement of your stock springs. You will be reusing all other stock parts including the stock preload spring collars.
- Before installing the new springs, it is crucial that you make sure you’ve installed the proper fluid and the fluid level is correct. Using the factory recommended viscosity fork fluid, set the fluid level in each fork to the factory recommended level. 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 leg to the fluid level. Add or remove fluid to achieve this measurement.

**Note**

For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork fluid installed. See fine tuning for more information. Fork fluid levels should be measured with the fork springs & preload spring collars removed and the fork completely compressed.

**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.

**Caution**

NEVER ADD TOO MUCH FLUID RESULTING IN A MEASUREMENT LESS THAN THE FACTORY RECOMMENDED MINIMUM MEASUREMENT WHEN USING THIS SPRING KIT

- After confirming the fork fluid level, install the Progressive Suspension fork springs - lighter coils down - into the forks in the same manner you would install the stock springs, followed by the stock preload spring.
collars, then the stock spring seats and caps per your factory authorized shop manual - essentially replacing only the stock springs with the supplied Progressive Suspension springs (see illustration).

- When reinstalling the fork caps be certain to torque it to the factory specification noted in your factory authorized shop manual. Reinstall any other components previously removed per a factory authorized shop 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.

FINE TUNING

- Fork Oil: Though we recommend using the factory recommended fork fluid, 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. As stated previously, when using this spring kit NEVER adjust the fork oil level to produce a measurement of less than the factory recommended minimum measurement - measured fork springs removed, fork compressed, from the top of the fork leg - or damage will occur.
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 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 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 forks 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 - we recommend a 20w. fork oil. 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 140mm.

- The Progressive Suspension fork spring kit is a direct replacement of your stock springs. You will use the supplied preload spacers (which you may have to cut to length).

Caution

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.

While the installation of this fork lowering 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. 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.
Installation (cont.)

- After removing both forks, start with one of the forks and remove the fork cap, then remove the fork spring.

**Warning**

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 fork oil, and then with the fork completely compressed remove the damper rod & top-out spring by removing the fork bolt (with crush-washer) in the bottom of the fork. Keep the fork assembly fully compressed at this point to keep the stock bottoming-cup properly located.

- In addition the stock top-out spring (on the damper-rod) install either ONE of the supplied top-out springs to lower your forks approximately 1” inch OR TWO of the supplied top-out springs to lower your forks approximately 2” inches – as illustrated on page 3.

- Drop the damper-rod along with the chosen number of top-out springs back into the fork. Put a drop of red thread-locking agent on the fork bolt that came out of the bottom of the fork and reinstall it (with crush-washer), tightening it back into the damper-rod. Torque the bolt to the factory recommended specification.

- Repeat the process on the other fork - putting the same number of top-out springs on the damper-rod.

- Preload spacer length - before going any further make sure you have the proper preload spacer lengths ready to install in your forks. If you are lowering your forks 1” inch then the included preload spacers should already be the correct length - 1.6”(41mm) - and are ready to use. However if you are lowering your forks 2” inches you will need to cut both of the supplied preload spacers to a length of 0.6” of an inch (15mm).

- Secure the fork assembly so you can fill it with fluid. This may require stroking the assembly to draw fluid from the inner fork tube in to the outer fork slider. Pour enough 20 wt. fork fluid in each fork, pausing to stroke the assembly to get the fluid into the outer fork slider, to achieve the recommended 140mm fork fluid level – which is measured from the top lip of the fork tube to the fluid, with the fork compressed all the way and the fork spring removed. Go slow pouring a little at a time then stroke the fork, failure to do this could cause the required amount of fluid to overflow and result in an inaccurate fluid level reading.

**Caution**

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

- While reinstalling the fork cap be certain to torque it to the proper specification per a factory authorized manual. 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 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: Though we recommend using a 20wt. fork fluid, 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.

- In each fork leg, install one of the supplied Progressive Suspension fork springs into the fork. Then install one of the stock washers followed by one of the supplied preload spacers (cut to recommended length), and finally the stock fork-cap (see illustrations on page 3).
1. Fork Cap  
2. Stock Preload Spacer (replaced)  
3. Stock Washer  
4. Stock Spring (replaced)  
5. Damper-rod  
6. Stock Top-out Spring  
7. Bottom-cup  
8. Fork Bolt with Crush-wahser  
9. Supplied Preload Spacer (un-cut 1.6")  
10. Supplied Preload Spacer (cut 0.6")  
11. Progressive Suspension fork spring  
12. Supplied Top-out Spring
Installation Instructions
Fork Spring Kit
Harley Davidson 2015 - Later*
Low Touring Models

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

Note
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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.

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.

IMPORTANT NOTICE
Caution: Removing and replacing fork springs must be performed by a qualified mechanic & 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 forks/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.

Recommended Tools
HD-41177 Fork Tube Holder or Equiv.
HD-45966 Fork Spring Compressing Tool or Equiv.
HD-45966-2 Fork Spring Compressing Tool Collar or Equiv.
(Part numbers shown are for Harley Davidson Tools)

Installation
■ Read all the instructions carefully before installing this kit on your motorcycle. Use your factory authorized service manual as a reference while installing this kit.

Note
The left and right forks have different internals in these models.

■ Support and lift the motorcycle securely so the front wheel is off the ground. The balance point is toward the front of the engine.

Warning
■ The right fork cap is under high spring force, care must be taken when removing the fork cap!

■ Remove the fork caps.

■ Remove the OEM fork spacer, washer & spring from the right fork, and the OEM spring from the left fork according to instructions contained in your factory authorized service manual. The Progressive Suspension fork spring kit is a direct replacement of your OEM springs. Replace the spring from the left fork, which is tapered at each end, with the Progressive Suspension spring which is also tapered at each end. The right fork will use the supplied spacer and non-tapered fork spring. You must also re-use the OEM washer between the spacer and fork spring in the right fork.

Note
For maximum performance we highly recommend that the forks be disassembled and thoroughly cleaned, inspected and new fork oil installed.
Before installing the new springs & preload spacer, it is crucial that you make sure you’ve installed the proper fork oil and the oil level is correct. We recommend 5wt. fork oil. To check the oil level properly you must have the springs and spacer removed, cycle the forks & cartridge several times to purge any trapped air and then completely compress the forks & cartridge. You then measure from the top of the fork leg to the oil level - the required measurement is 110mm in the left fork & 135mm in the right fork. Add or remove fork oil to achieve these measurements.

**Caution**

NEVER ADD TOO MUCH OIL RESULTING IN A MEASUREMENT LESS THAN 110MM IN THE LEFT FORK AND 135MM IN THE RIGHT FORK WHEN USING THIS SPRING KIT

After confirming the fork oil level in the **Left Fork (110mm)**, install the supplied fork spring with tapered ends (tighter coils down) onto the cartridge in the same manner you would install the OEM components per your factory authorized service manual, reusing the OEM nut, retaining clip and washer - essentially replacing the OEM spring with the supplied Progressive Suspension spring (see illustration). Reinstall the fork cap being certain to torque it and the cartridge nut to the factory specification noted in your factory authorized service manual.

After confirming the fork oil level in the **Right Fork (135mm)**, install the supplied fork spring (tighter coils down), the OEM washer and the supplied preload spacer, into the forks in the same manner you would install the OEM components per your factory authorized service manual - essentially replacing the OEM preload spacer and spring with the supplied Progressive Suspension components (see illustration). Reinstall the fork cap being certain to torque it to the factory specification noted in your factory authorized service manual.

Reinstall the forks and any other components previously removed per a factory authorized service 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.

**Fine Tuning**

Fork Oil: Though we recommend using 5wt. fork oil, oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Change 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 level and the bike will bottom and feel soft or dive excessively. As stated previously, when using this spring kit **NEVER adjust the fork oil level to produce a measurement of less than 110mm in the Left Fork and 135mm in the Right Fork**- measured fork springs & spacer removed, forks & cartridge compressed, from the top of the fork leg - or damage will occur.
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.*

**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.

**Caution**
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 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 forks 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 - we recommend a 10wt. fork oil. 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 180mm.*

- The Progressive Suspension fork lowering spring kit is a direct replacement of your stock springs & preload spacers. Depending upon the configuration you choose - 1” or 2” lower - you may or may not use the supplied preload spacers.

--- Caution ---
While the installation of this fork lowering 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. 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.
Installation (cont.)

- After removing both forks, start with one of the forks and remove the fork cap, then remove the preload spacer, stock washer (to be re-used for 1” low), & fork spring.

**Warning**

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 fork oil. Then with the fork completely compressed use a hex bit (16mm) socket on an extension to keep the damper rod from rotating and remove the fork bolt (with crush-washer) in the bottom of the fork. Keep the fork assembly fully compressed at this point to keep the stock bottoming-cup properly located, and carefully dump out the damper rod and top-out spring.

- In addition to the stock top-out spring (on the damper-rod) install either ONE of the supplied top-out springs to lower your forks approximately 1” inch OR TWO of the supplied top-out springs to lower your forks approximately 2” inches – as illustrated on page 3.

- Drop the damper-rod along with the chosen number of top-out springs back into the fork. Put a drop of red thread-locking agent on the fork bolt that came out of the bottom of the fork and reinstall it (with crush-washer), tightening it back into the damper-rod. Torque the bolt to the factory recommended specification.

- Repeat the process on the other fork - putting the same number of top-out springs on the damper-rod.

- Secure the fork assembly so you can fill it with fluid. This requires stroking the assembly to draw fluid from the inner fork tube in to the outer fork slider. Pour enough 10 wt. fork fluid in each fork, pausing to stroke the assembly to get the fluid into the outer fork slider, to achieve the recommended 180mm fork fluid level – which is measured from the top lip of the fork tube to the fluid, with the fork compressed all the way and the fork spring removed.

**Caution**

NEVER ADD TOO LITTLE OR TOO MUCH FLUID RESULTING IN A MEASUREMENT LESS THAN 180mm WHEN USING THIS SPRING KIT.

- In each fork leg, install one of the supplied Progressive Suspension fork springs into the fork, tighter coils down.

- Next install the preload spacers - If you are lowering your forks 1” inch, place one of the stock washers in each fork followed by one of the included preload spacers which should already be the correct length - 0.75” (19mm) - and are ready to use. **However if you are lowering your forks 2” inches then no preload spacers (or washers) are required.**

- Install the stock fork-caps (see illustrations on page 3). While reinstalling the fork cap be certain to torque it to the proper specification per a factory authorized manual.

- Reinstall forks, fender, wheel, and all other components per a factory authorized shop 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: Though we recommend using a 0wt. fork fluid, 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.
Illustrations

1. Fork Cap
2. Stock Preload Spacer (replaced)
3. Stock Washer
4. Stock Spring (replaced)
5. Damper-rod
6. Stock Top-out Spring
7. Bottoming-cup
8. Fork Bolt with Crush-wahser
9. Supplied Preload Spacer (0.75")
10. Progressive Suspension fork spring
11. Supplied Top-out Spring

(Illustration NOT to scale)