



Installation Instructions "Drop-In" Fork Lowering Kit 2009-Later* Harley Davidson VRSCF 2012-Later* Harley Davidson VRSCDX

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 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.

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.
- Lift and support 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. The removal of the fork spring in the right fork will require a special "inner fork nut" tool - Harley Davidson part number HD-47852 or equivalent.

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

- The Progressive Suspension "Drop-In" fork spring kit is a direct replacement of your stock springs, although there will now be two springs in each fork – one Drop-in fork spring and one Drop-in Compensation spring. You will re-use the stock spacers 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 fork springs, it's important to check the fluid level in the forks - see FINE TUNING below.
- Using the chart below, choose the approximate amount you'd like to lower your forks and use the indicated length spacers to do this. You may have to cut the included spacers.

Year	Model	1" Lower
2009-Later*	VRSCF	5.75" Spacer
2012-Later*	VRSCDX	5.75" Spacer

- In each fork leg, first install one of the Drop-in fork springs into the fork - reduced diameter coil end down. Then install one of the new compensation springs, followed by one of the supplied spacers (cut to length, if needed), and finally the proper stock spring spacer (shorter one in right fork, longer one in the left) and reassemble the forks as normal using all other stock components (see illustration).
- 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 the inner fork nut and fork caps 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.

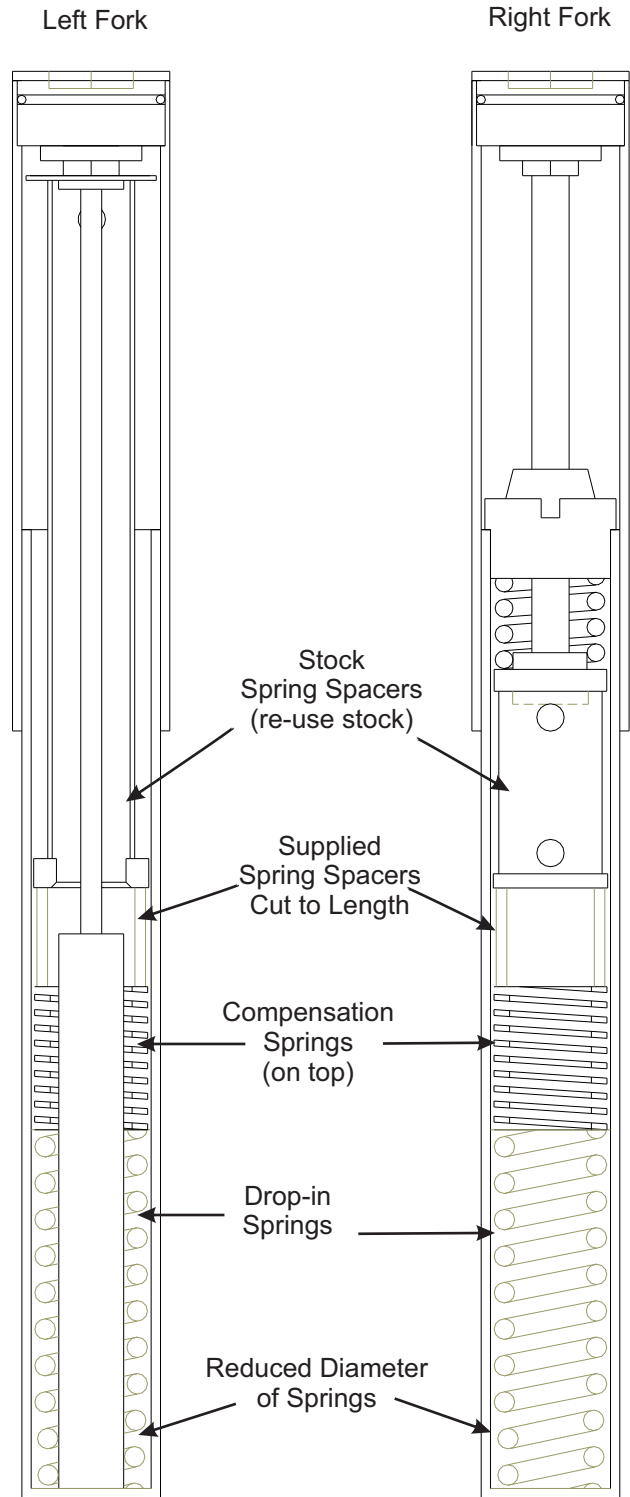
FINE TUNING

- 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 10 weight to 12.5 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.

Factory recommended viscosity: 10wt

Factory recommended oil level: 87mm-left & 99mm-right

(springs removed, fork completely compressed, from top of tube)



(Illustration NOT to scale)