



Installation Instructions "Drop-In" Fork Lowering Kit Harley Davidson Dyna FLD

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.

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 the 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.

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components.

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.
- If your bike is currently equipped with any type of fork lowering kit, you **MUST** remove that kit before installing this Drop-In Kit (see figures 1 & 2).

Warning

Failure to remove existing fork lowering kit components will result in unsatisfactory performance and may lead to fork damage, loss of vehicle control and injury.

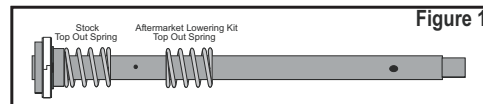


Figure 1

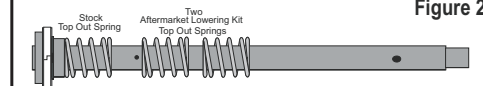


Figure 2

Prior to installing your Drop-In Fork Lowering kit, you **MUST REMOVE** any previously installed fork lowering kit components, such as the 1 or 2 additional top out springs illustrated above. Additional top out springs are common in many such kits.

Note

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, 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. You must correct any clearance issues prior to installing this kit to avoid vehicle damage and / or vehicle control problems.

- The Progressive Suspension Drop-In fork lowering 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). **NOTE: you have the option of lowering your fork's static ride height 1" or 2" inches depending on the preload spacer lengths (see "Preload spacer length" below).**
- Before installing the new springs, it is crucial that you make sure you've installed the proper fluid and the fluid level is correct. 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. 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.

Caution

NEVER ADD TOO MUCH OR TOO LITTLE FLUID RESULTING IN A MEASUREMENT LESS THAN 140mm OR MORE THAN 250mm WHEN USING THIS SPRING KIT.

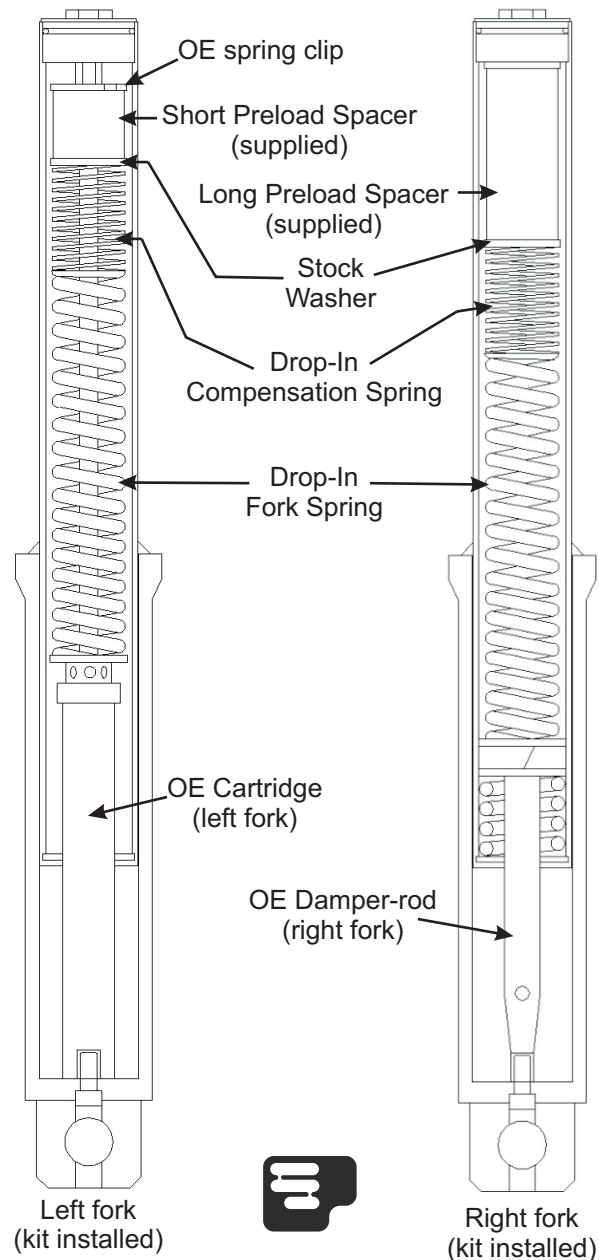
- **Preload spacer length** - there are two different length preload spacers included in this kit. Be sure to install the shortest one in the left cartridge fork, and the longer one in the right damper-rod fork. To lower the fork approximately 1" inch we recommend a spacer length of 55mm (2.15") on the left, and 156mm (6.16") on the right. To lower it approximately 2" inches cut and install a spacer 29mm (1.15") for the left fork, and 131mm (5.16") for the right.
- **In the right** - damper-rod - leg, install one of the Drop-In fork springs into the fork tube, then insert the Drop-In Compensation spring, stock washer, PVC preload spacer (either 5.16" or 6.16"), and finally the stock fork cap - essentially replacing only the stock spring & preload spacer with the supplied Progressive Suspension Drop-in spring, Drop-In Compensation spring, and preload spacer (see illustration).
- **In the left** - cartridge - leg, install one of the Drop-In fork springs into the fork tube, then insert the Drop-In Compensation spring, stock washer, and PVC preload spacer (either 1.15" or 2.15"). Compress the springs 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 Drop-In spring, Drop-In Compensation 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.
- 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.

- Compliment your Progressive Suspension Fork Drop-In fork lowering kit with a set of Progressive Suspension high performance shocks.

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 lever adjustments in 10mm increment 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.**



(Illustrations NOT to scale)