



6911 Marlin Circle, La Palma, CA 90623
(714) 523-8700 Fax (714) 523-3220

Rocket III Fork Spring Installation Instructions

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 Triumph Rocket III has an inverted type front fork. It requires Triumph special tool (part number T3880067) or equivalent to remove the fork springs. If you do not have this special tool, a qualified Dealer with the tool can perform the job.

Warning: *Never attempt to remove the fork cap nut without first placing a quality jack or sufficient blocks under the motorcycle to securely lift the front wheel off the ground. Failure to do so could result in serious injury!*

1. Remove fork springs according to instructions contained in your shop manual. For maximum performance we highly recommend that the forks be thoroughly cleaned, inspected and new fork oil installed.
2. Use the recommended fork oil viscosity as noted in your owner's manual. 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 level is the preferred method. However, some manuals only specify a volume measurement.

3. The Progressive Suspension fork springs are a direct replacement of your stock springs. The smaller diameter end coil must be on top to fit the retainer under the stock preload spacer. Install your new fork springs into the forks according to your shop manual.
4. 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.
5. To compliment your suspension, we recommend installing a pair of our 412 Series, 418 Series or 440 Series shock absorbers.

Fine Tuning

Fork Oil: Oil viscosity can be changed to alter damping. Heavier oil to increase damping. Lighter oil to decrease damping. Increase in 5 weight increments (i.e. from 10 weight to 15 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.

www.progressivesuspension.com

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