

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 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.

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: Follow instructions in an authorized shop manual or take the vehicle to a competent dealer.

The 2002-2005 FLHT/FLT models are equipped with a damper-rod type fork on right side and a cartridge fork on the left side. The springs included in this kit have been designed to both be installed in the damper-rod/right fork only, and deliver optimum performance in conjunction with the stock spring in the left fork. No modification to the left fork is required.

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.

Installation

- Read all the instructions carefully before installing this kit on your motorcycle. Use your Harley-Davidson 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.
- Per the instructions in an authorized shop manual remove only the right fork (non-cartridge type) from the motorcycle. This will entail removing the wheel, fender, and possibly several other items depending on the model - again, refer to an authorized shop manual for the removal of these components.
- If your bike is currently equipped with any type of fork lowering kit, such as a standard Progressive Suspension lowering kit or other, You **MUST** remove that kit before installing this Drop-In Kit. The Drop-In fork kit is designed to work **ONLY** with the Stock fork rebound or top out springs. **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.

- Clamping the fork near where the lower triple-clamp would be - using "soft-jaws" and being careful not to scratch or damage the fork tube - carefully remove the fork cap.

Warning

CAUTION 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!

- Remove the stock fork spring. If your bike has washers and or spacers on top of the fork spring, remove those as well.
- For optimum performance we highly recommend the forks be thoroughly cleaned and new fork oil installed per your authorized Harley-Davidson manual.

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

- Determine the correct PVC spacer length for your year model bike from the Chart in Figure 3. You may need to cut the supplied spacer to your proper length.
- With the front fork fully extended, insert the Drop-In Fork Spring into the fork tube, then insert the Drop-In Compensation Spring, Washer and PVC spacer and another Washer. Figure 4
- Reinstall the fork cap. The design of this kit makes this very easy as the only spring pressure you will feel during cap installation is from the Drop-In Compensation Spring which is only a light pressure by design. Torque fork cap and reinstall fork, fender, wheel, and all other components per an authorized shop manual.
- Remove motorcycle from lift and re-check all fasteners for proper tightness.

FINE TUNING

- Front ride height can be adjusted by changing the PVC spacer length. We recommend making changes in .25" increments. Do not vary the spacer length by more than .50" shorter or 1.00" longer than the length specified for your model in the Chart above. A longer spacer will raise the front end, a shorter spacer will lower the front end.
- The operator must use extreme caution when operating a modified motorcycle, particularly while getting familiar with its altered handling characteristics.

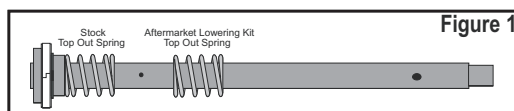


Figure 1

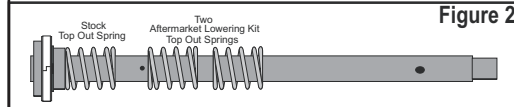


Figure 2

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.

CHART PVC SPACER LENGTH

YEAR	MODEL	SPACER LENGTH
2002-2005	FLHT/FLT	.56 "

Figure 3

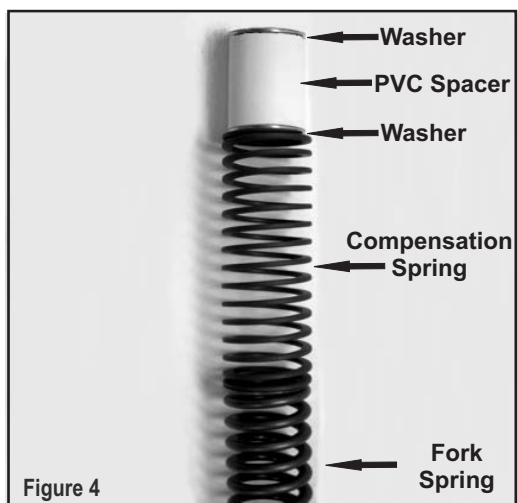


Figure 4