

## Adjustable Mount Kit for 2000 & later Softails

This Progressive Suspension Adjustable Mount Kit will fit all 2000 & later Softail shocks. The shock must be disassembled to install this kit. Progressive Suspension tool #32-5507 or a hydraulic press is required to disassemble your shock.

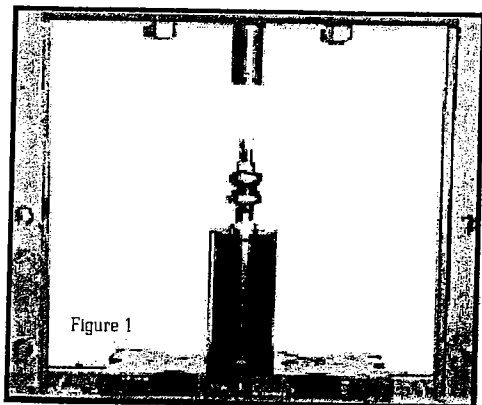
### Caution

Please read all instructions thoroughly before starting installation! Follow instructions in an authorized shop manual or take the motorcycle to a competent dealer.

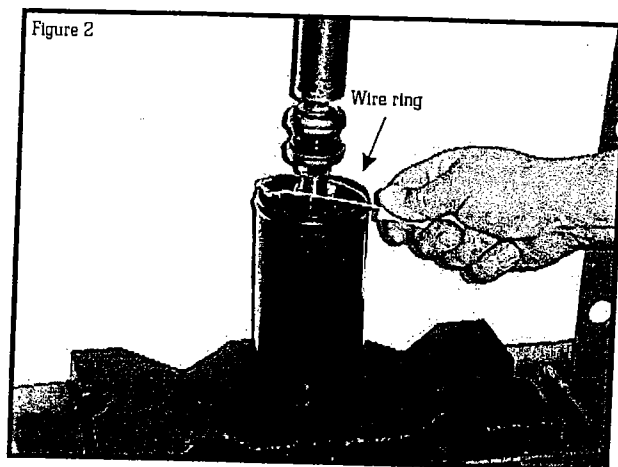
This kit is designed to work on the OEM (Original Equipment) shocks, frame and swingarm. Use of this kit on shocks, frame or swingarm other than OEM may produce an unsatisfactory ride and void the warranty.

Transmission bolts must be installed in the OEM position to insure proper clearances for the shocks. Consult your factory shop manual for proper installation.

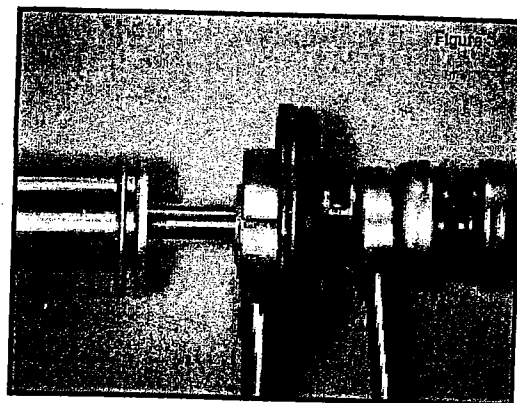
1. Place your motorcycle securely on a stand or blocks so the rear wheel is slightly off the ground.
2. Following an authorized shop manual, remove your shocks. Note the location of all mounting hardware.
3. To disassemble your shock with a hydraulic press, make a fixture to support the spring cover as shown in figure 1. You must leave about 2" of space between



the end of the ram and the top of the mount (see figure 1). Press straight down on the mount with the hydraulic ram, it only needs to be compressed about 1/4" to expose the wire ring. Remove the wire ring with a pick and slowly release the hydraulic pressure (see figure 2). Separate the damper from the spring cover and spring. You can also disassemble the shock using Progressive Suspension tool #32-5507. Follow the instructions enclosed with the tool.

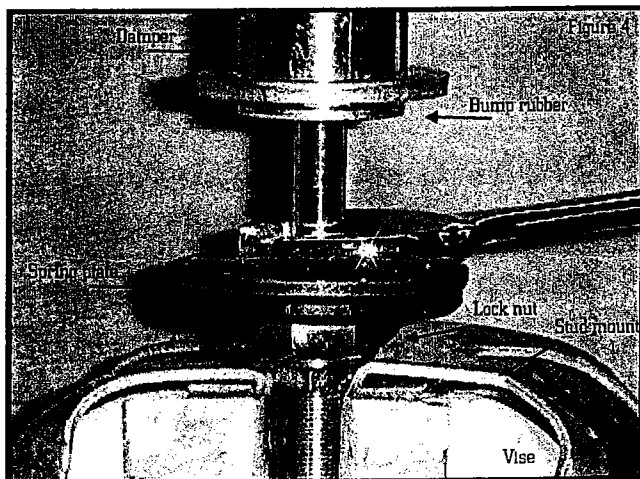


4. To remove the damper from the stock mount, loosen the spring plate lock nut a few turns for clearance. Then loosen the spring plate a few turns in the same



direction. Next, with one wrench holding the flat end on the stock mount—located between the spring plate lock nut and the bushing-cup—and another wrench on the damper shaft, unscrew the damper shaft from the stock mount (see figure 3). The stock mount is assembled with loctite so it may need to be heated with a heat gun before removing.

5. Remove the spring plate and lock nut from the stock mount. Install these parts on the new adjustable mount. Make sure you have turned the spring plate a few turns past the end of the mount so the damper will seat on the end when it is screwed in.
6. Put a drop of loctite on the damper threads and screw it into the adjustable mount, making sure it seats against the end of the mount (see figure 4). Torque the damper shaft to 25 to 30 ft./lbs. Rotate the spring plate until it bottoms against the damper shaft and tighten the lock nut. This is the lowest preload setting (lightest).



7. Install the damper assembly into the spring and spring cover. Assemble using a hydraulic press or the Progressive Suspension tool by reversing the order of disassembly. Make sure the wire ring is seated in the groove before slowly releasing hydraulic pressure.
8. Before reinstalling a shock, spin a non-flanged nut all the way onto the adj. mount, followed by a bushing-cup, bushing, and sleeve. Then install shocks as you would a stock unit, following an authorized shop manual. With the non-flanged nut spun all the way onto the mount, the stock ride height is achieved. Once you have installed the other bushing, bushing-cup, and flanged nut, you can now install the safety E-clip. This E-clip is snapped into the groove near the end of the mount where the threads stop. This is to serve as a reference point **ONLY!** When the flanged-nut reaches it you have lowered your ride height the

**Maximum 2 inches. DO NOT** torque the flange-nut against the E-clip.

9. Your new adjustable mounts are capable of lowering your ride height up to 2". To lower your ride height, simply loosen the flange-nuts in equal amounts and when the desired height is reached properly tighten the non-flanged nuts back against the bushings (torque to factory recommended specifications). To raise the ride height, reverse the process. Start by loosening the non-flanged nuts away from the bushings, then start tightening the flanged nuts against the bushings (towards the rear of the bike). When the desired ride height is achieved make sure the non-flanged nuts are properly tighten against the bushings. It will help to hold the stud with a 3/8" wrench on the flat on the end of the stud to prevent it from turning while adjusting (this IS what the flat is for). **NOTE:** The amount the nuts move on the stud may not seem like much, but every 5/16" of an inch of adjustment equals approximately 1" of ride height. It is important that the locknut on the preload adjusting plate is securely tightened (see figure 5).

