

**Instructions for Fork Oil Level Adjustment Kit FOL-1**



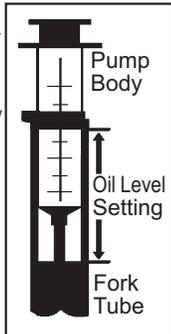
The Fork Oil Level Adjustment Kit can be used to accurately set oil level when changing fork oil or as an aid in "fine tuning" the forks. By changing the oil level the ride can be altered to suit different riding styles, load capacity or road conditions. A higher oil level will result in a smaller air chamber (higher compression), while a lower oil level will result in a larger air chamber (lower compression).

Progressive Suspension has found that off-road, street and track racers require a fast and accurate method of making oil level adjustments. The FOL-1 kit is the answer. It will work on most motorcycles. Get the best performance possible out of your forks with proper setup.

To change oil level, please follow the instructions thoroughly.

**Warning:** All work should be done by a competent motorcycle mechanic or according to steps outlined in a service manual. The motorcycle must be blocked up securely so it cannot fall over while working on it. **Failure to do so could result in serious injury!** Always wear hand and eye protection when working on your motorcycle.

- Note: All oil level measurements are taken with the forks fully compressed with the springs removed.
- If your fork caps have air fittings, release any air pressure before trying to remove fork caps. Remove fork caps one at a time. Caution should be taken as the caps may be under pressure from the fork spring.
- For the best results it is recommended that the old fork oil be completely drained, the forks flushed and cleaned and new fork oil used. This would be a good time to completely inspect the forks and replace any parts that are worn beyond the service limits outlined in your owners manual.
- Determine the oil level per your shop manual. It is recommended that you use quality motorcycle fork oil in the weight recommended in the owners manual unless Progressive Suspension has specifically recommended a different weight fork oil for your particular model motorcycle. Add fork oil to each fork insuring that more than enough oil is present so that the tool will reach the fork oil in the tube.
- To make the oil level adjustment, determine if you will require an air chamber 6" to 10" or 1" to 5". If the chamber needs to be more than 6" attach the flex line, and read only the red measurements. From 1" to 5" do not use the flex line, and read only the blue measurements. The flex line is installed by inserting the white plastic barb into the end of the pump body and twisting 1/4 turn clockwise to lock.



- Place the adjustable alligator clamp around the plastic pump body with the lower edge of the clamp resting at the inch mark you have selected. Squeeze the clamp tight to the body (finger tight only).
- While holding the alligator clamp tight to the top edge of the fork tube with one hand, slowly withdraw the pump plunger with the other hand, drawing oil from the fork tube into the pump body.
- Continue this process until no more oil is pumped from the fork tube. Your fork oil level is now the same distance as set on the FOL-1.
- Remove the pump body and drain the excess oil.
- Repeat the process in the other fork tube.
- Return the fork to full extension and reinstall the fork springs (you do have Progressive Suspension fork springs don't you? If not this would be an ideal time to install them.)
- Note: Too much oil can limit the travel of the forks and could blow the seals or cause hydraulic lock.
- The forks can be "fine tuned" for different riding conditions, etc. by changing the level of the fork oil keeping note 12 in mind. A higher level will increase the compression ratio of the fork (desirable if you are bottoming out) while a lower level will decrease the compression ratio offering a "softer" ride at the bottom of the stroke. The fork oil weight will affect damping (heavier oil= more damping). All of these "fine tuning" steps should be taken in slight increments. Increase/decrease fork oil levels by 1/4" (6mm) at a time.

**Warning:** Always make sure that the damper rod is covered with oil when the forks are fully extended. If there is too little oil in the forks, they will run out of oil before full extension and result in excessive topping out. If you continue to ride when excessive topping occurs the forks could be damaged enough to result in fork breakage leading to an accident and injury.

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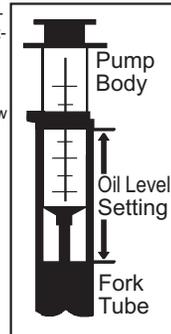
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