

VT No. 24-1453 49mm Fork Lowering Kit

Caution: Read this before installing this product! Warning: This installation requires lifting of the motorcycle. Serious injury can result from an improperly secured motorcycle. Ensure that the motorcycle is securely supported during procedure

Instructions:

All work must be performed by a qualified mechanic according to steps outlined in the authorized service manual. You will definitely need a manual for reference especially when refilling the fork oil.

We recommend lowering the front and rear of the motorcycle equally to maintain proper balanced geometry.

The rider must use extreme caution when operating a modified motorcycle, particularly while familiarizing themselves with its' altered handling characteristics.

Check your motorcycle for proper parking lean angle. Your kickstand may require adjustment after lowering

1. Support the motorcycle so the front wheel is off the ground. Next, remove the front wheel and front fender. Remove the fork cap nuts and loosen the lower clamp pinch bolts. Remove the front brake caliper. Some models have a tapered end to the fork tube. Extra effort will be required to remove the tube from the crown. Loosen the top fork cap 1 to 2 revolutions. Use a soft wood block or similar tool (that will not mark fork cap finish) and tap down with mallet to loosen the fork tube. Make sure fork pinch bolts are loose. To completely remove fork of this style, unscrew the fork cap entirely.

CAUTION: Fork caps are under spring pressure and could cause serious injury

2. Slide both fork assemblies out of the triple clamps. Unscrew the top fork tube plugs. Turn the fork assembly upside-down to drain the fork oil.

3. Next, bottom the fork tube into the fork leg. **DO NOT** extend the tube while removing the allen bolt on the bottom of the fork leg. Turn the assembly upside-down and shake the damper rod and rebound spring out of the fork assembly. Again, **DO NOT** extend the tube during this. Extending the tube could dislodge the internal bottoming cone, which fits on the end of the damping rod, making it very difficult to reinstall the damper rod without complete fork disassembly.

4. **FOR 1" REDUCTION IN FORK LENGTH:** Keep the stock top spring and add 1 of the supplied springs onto the damper rod. Re-install the damper rod in fork. Loctite and torque the allen bolt at bottom of fork.

FOR 2" REDUCTION IN FORK LENGTH: Keep the stock top spring and add 2 of the supplied springs onto the damper rod. Re-install the damper rod in fork. Loctite and torque the allen bolt at bottom of fork.

5. Slide the fork tube up and down in the fork leg. Check for smooth action and full travel.

6. Install the new progressively wound main fork spring into the fork tube with the tight coils to the top.

7. Next install the preload spacers. The preload spacers are precut to fit for 1" lowering. If you are lowering the forks 2" remove 1" from the spacer to accommodate the extra rebound spring. Use the owners manual to refill the suspension fluid to 140mm using the desired brand and weight fluid you choose. The fork legs may need pumped to circulate the fluid through the tubes to get an accurate measurement.

8. Re-install the forks, caliper and front wheel and fender on the motorcycle. Check for smooth fork action, brake operation, and recheck all nuts and bolts for correct tightness.

WARNING: Installing a lowering kit will decrease initial ground clearance. The motorcycle will be lower to the ground and care should be taken to avoid bottoming, especially over bumps or in turns. To maintain proper balanced geometry, the front and rear of the motorcycle should be lowered equally. Failure to properly install the lowering kit and operate the motorcycle after installation may result in serious injury or death to the rider.