



2023 KYB Lowering Kits Instructions

Part# AB-41115,16

Fits: 2023 RX/Race Edition

**All fork/shock lowering to be performed by a qualified tech or Beta Suspension Technician.*

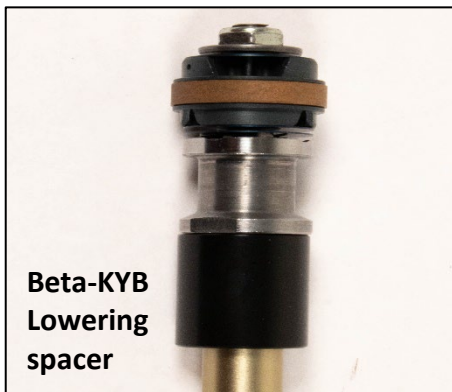
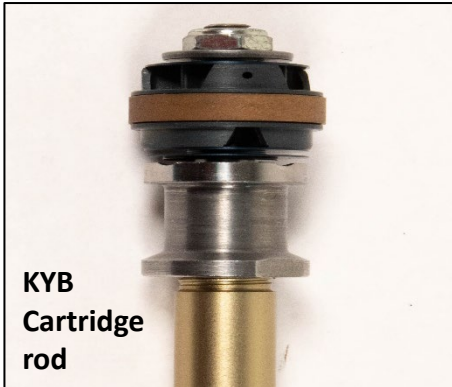
Review the suspension manual for detailed information.

KYB Fork Tools:

Fork inner cap wrench AB-15025, fork cap wrench AB-15021, 3/8 ratchet, 15mm open end wrench, Ratio-rite, 17mm socket, cartridge rod holding tool AB-15027, KYB cartridge rod clamp AB-15017, suspension grease.

1. Disassemble the KYB AOS fork using the necessary tools outlined above.
2. Remove inner cartridge assembly and disassemble to gain access to the cartridge rod assembly.
3. Use a cartridge rod clamp to hold the rod and tighten the 10mm lock nut, as this may have loosened during disassembly.
4. Install new Beta KYB fork lowering spacer onto cartridge rod.
5. Assemble inner cartridge assembly.
6. Install inner cartridge assembly into the fork external assembly.

KYB Fork Setup



Recommended fork oil range:

1" Lowering = 300-325cc – Outer Chamber / 2" Lowering = 275-300cc – Outer Chamber

Lowering Instructions for 46mm KYB Rear Shock

KYB Rear Shock Tools: Bench grinder wheel, belt sander, hypodermic needle, pick, 17mm wrench, flathead screwdriver, torque wrench, shock spanner punch, nitrogen, nitrogen pressure gauge, bench vise w/ soft jaws, contact cleaner, RED loc tite, zip tie, Liqui Moly shock fluid 2.5/3wt.

1. Disassemble the KYB rear shock using the necessary tools outlined above, **READ the Beta KYB suspension manual!**
2. Carefully use a bench grinder wheel to remove all center peened shaft material on top of the lock nut. Grinding a SMALL AMOUNT of the top lock nut is okay, but an excessive amount is inadvisable. Remove the shaft nut with a 17mm wrench.
3. Use a zip tie to retain the valve shims, valve piston, and steel stop washer. This will assist you with the configuration for assembly and eliminate error.
4. Use a belt sander to chamfer the end of the shaft threads and wire wheel for thread cleanup. Clean all areas with contact cleaner and compressed air for any debris residual.
5. Install your new KYB lowering spacer onto the shock shaft.
6. Cut the zip tie with all valving components and remove the original OEM steel stop plate. Install the valve shims, valve piston and steel washers in the same configuration they were removed.
7. Spray contact cleaner on shaft threads, new lock nut and dry with compressed air.
8. Apply **RED loc tite** inside the new lock nut threads. Install lock nut onto the shaft threads and tighten.
9. Use a torque wrench and tighten the shaft lock nut to 30Nm.
10. Allow 20-30 minutes for the loc tite to dry and re-assemble.

KYB Shock Setup

