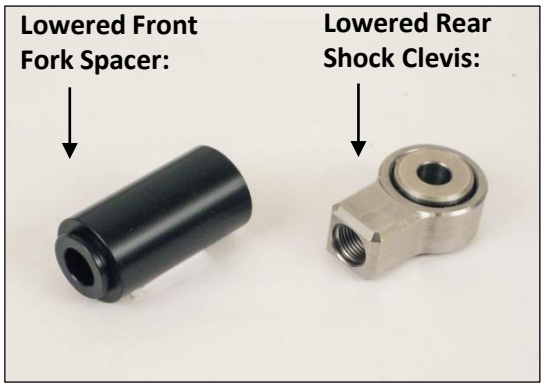
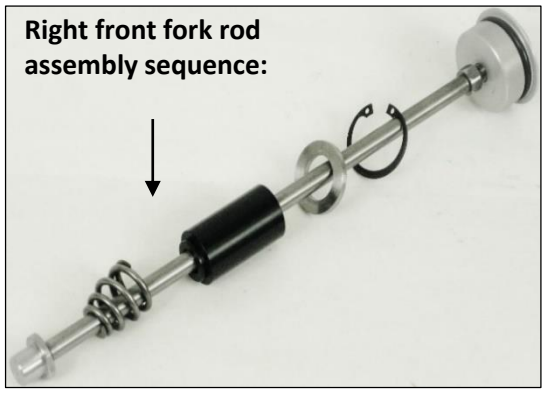
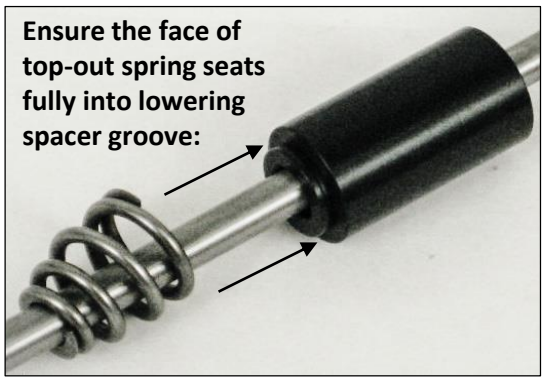
Beta 125 RR-S Lowering Kit

Part# AB-41105

Fits: 2017+ 125 RR-S







Lowering Installation Instructions for right front fork leg:

1. Tools, parts, & oil needed: 32mm open-end wrench or socket, snap-ring pliers, 14mm open-end wrench, bench-vise, graduated cylinder, Motul 10wt fork fluid, 125 RR-S Lower Fork Spring part# AB-12044-XX.
2. Remove right front fork leg assembly from motorcycle.
3. Unscrew 32mm fork cap from upper fork tube & lower until bottomed.
4. Use a 14mm open end wrench on 14mm jam nut & turn fork cap counter clockwise to unscrew from cartridge rod. Remove fork cap & 14mm jam nut.
5. Apply slight downward pressure on the cartridge rod for easier snap-ring removal. Use snap-ring pliers to remove snap-ring from groove in lower fork tube. Remove cartridge rod assembly from fork & slide off snap-ring, steel washer & top out spring.
6. Remove stock length fork spring & discard used fork fluid.
7. Using a bench-vise, press fit together the top out Spring & Lowering Spacer ensuring the top-out spring face fully seats into the lowering spacer groove, with no room for play.
8. Re-install the top out spring with attached spacer, steel washer, snap ring, & 14mm jam nut onto cartridge rod.
9. Use Motul 10wt. fork fluid & fill lower fork tube with 350 cc. Install new 2” Lower Fork Spring (AB-12044) with tapered end facing upward.
10. Re-install cartridge rod, securing snap-ring in lower fork tube groove. Tighten fork cap onto cartridge rod until bottomed.
11. Tighten fork cap (18 ft. lbs.) to 14 mm cartridge rod jam nut.
12. Raise upper fork tube to fork cap & tighten cap (20 ft. lbs.) to upper fork tube. Reinstall right front fork leg assembly into to triple clamps.

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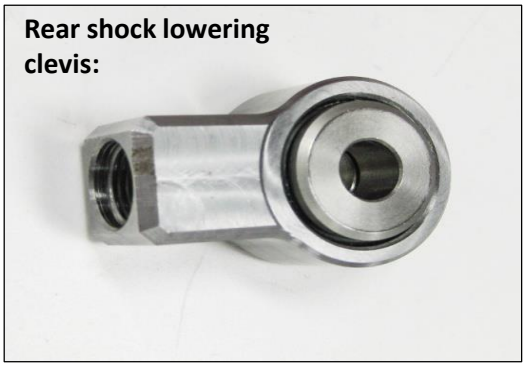
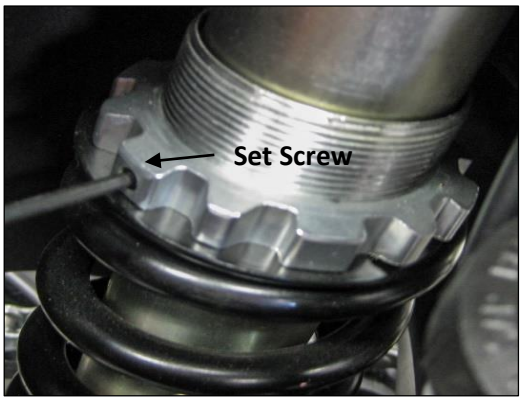
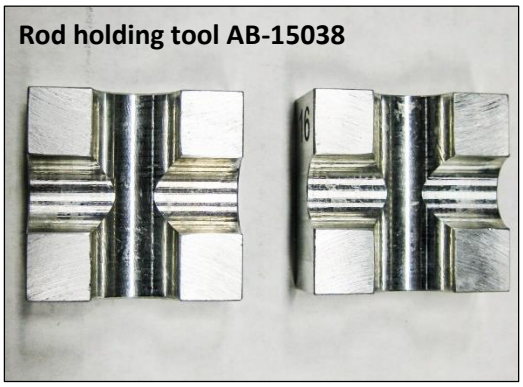
Rear shock lowering clevis:

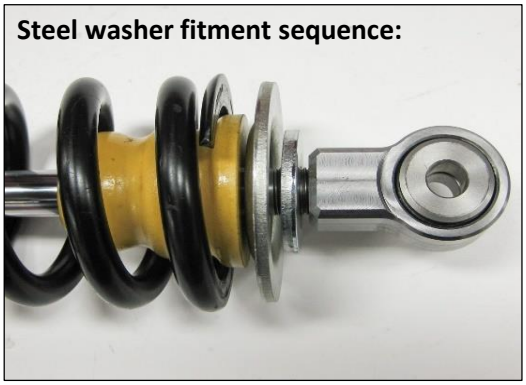




Rod holding tool AB-15038



Steel washer fitment sequence:



Lowering Installation Instructions for Rear Shock:

1. Tools needed: 2.5mm Allen wrench, 21mm open-end wrench, crescent wrench, bench vise, red Loctite, spring seat spanner wrench holding tool, & Rod holding tool AB-15038.
2. Remove rear shock by removing the top shock mount bolt, lower mount bolt, & linkage arm bolt, & rotate the link lever backwards.
3. Unscrew 2.5mm set-screw from spring seat collar. Note: There is a small, round plastic plug on the inside of the set-screw hole to prevent the screw tip from damaging the shock body threads. It MUST be re-used to protect the threads from set-screw damage.
4. Turn spring seat collar counter-clockwise & remove it with spring.
5. Slide bump-stop rubber & both steel washers on the shock shaft upward towards shock body, allowing for maximum shaft area.
6. Using an aluminum shock shaft clamp tool, part# AB-15038, install the 14mm grooves onto shaft & clamp together with bench vise. The Clamp Tool MUST be used to prevent damage to the rod.
7. Heat stock clevis at shaft end with heat gun or heat torch, but Do Not overheat.
8. Use a crescent wrench on the outer stock clevis spacer surface & unscrew counter-clockwise for clevis removal.
9. Clean shaft end threads of any remaining old Loctite, use contact cleaner on threads & dry them with compressed air.
10. Apply red Loctite to shaft end threads & inside lower clevis threads.
11. Screw the new lowering clevis by hand onto shaft until completely bottomed out. Use a 21mm open-end wrench on flat surface of clevis to secure it tightly.
12. Slide steel washers & bump stop to bottom of shaft as shown. Install spring with larger inside-diameter facing towards top of shock. Install spring seat using 10mm of spring tension. Tighten spring seat 2.5mm set screw, with plug. Reinstall rear shock.

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