



2020 Sachs Lowering Kit Instructions

Part# AB-41106/AB-41107

Fits: 2020+ Standard Editions (Excluding XT & 125 RR-S)

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

Fork Setup



Sachs
Top-out
Spring
Seat



Beta-Sachs
Fork
Lowering
Spacer

Open Cartridge Fork Tools: (AB-15021) Sachs fork cap tool, 12mm Cartridge Rod clamp, 17mm & 19mm low torque wrench, 21mm socket, Motul 5 wt. fork oil, fork oil level gauge, air impact, contact cleaner, red loc-tite, heat gun, and bench vise with soft-jaws.

1. Disassemble the Sachs open cartridge fork using the necessary tools outlined above, review the suspension manual if needed.
2. Using a 12mm cartridge rod clamp to hold the cartridge rod., tighten the clamp in a bench vise with soft jaws. Use a 17mm wrench to remove the rebound piston assembly from the cartridge rod. If the rebound piston assembly appears to be extremely tight, use a heat gun towards the end of the cartridge rod to help loosen the factory loc-tite. (Note: If using a heat source, the "white" plastic spring seat MUST be removed, or melting the plastic may occur).
3. Remove the top out spring and pry out the "white" plastic spring seat.
4. Using a bench vise, press the "black" plastic lowering spacer into the top out spring (larger inside diameter) using the stepped side of spacer.
5. Re-install the top out spring with lowering spacer onto the cartridge rod.
6. Apply RED loc-tite to the rebound piston assembly threads and tighten onto the cartridge rod.
7. Assemble the inner cartridge with all necessary components and install inside the fork externals.

Recommended fork air space levels:

"Dry" Method (NO oil between outer & inner fork tubes)

1" Lowering = 75-100mm

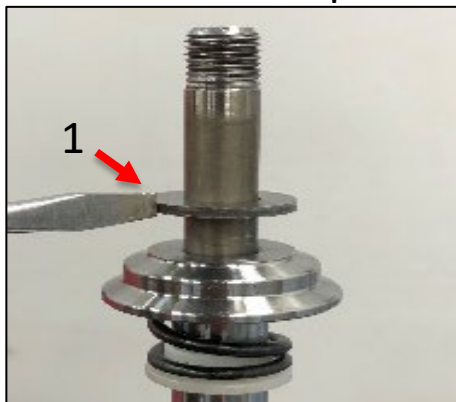
2" Lowering = 85-110mm

"Wet" Method (Oil between outer & inner fork tubes)

1" Lowering = 100-125mm

2" Lowering = 110-135mm

Shock Setup



1



Lowering Instructions for RS/RR Sachs Rear Shock:

Sachs Rear Shock Tools: 17mm wrench, zip tie, contact cleaner, red loc-tite, Motul Shock fluid 2.5/3wt., red loc-tite, pick, reservoir cap puller, spring spanner wrench, standard screwdriver, nitrogen pressure gauge, nitrogen, torque wrench & bench vise.

1. Disassemble the Sachs rear shock using the necessary tools outlined above, review the suspension manual if needed.
2. First, use a 17mm wrench to remove the shaft nut. Second, using a zip tie, put it through the inside of the rebound valve shims, valve piston, compression valve shims and case guide stop plate with top out spring, so the configuration isn't lost.
3. The OEM stop plate and top out spring will NOT be used, install the new "steel" lowering spacer onto the shock shaft.
4. Cut the zip tie with the valving components and install the compression valve shims on top of the steel lowering spacer **WITHOUT** the steel washer(s) (2.0mm X 24 O.D) in (photo #1).
5. Install the valve piston (photo #2) onto the shaft with the smaller ports facing upward.
6. Place the rebound valve shims onto the shaft with the remaining steel washers on top.
7. The steel washer(s) (2.0mm X 24 O.D) removed from the compression valve stack will now be **INSTALLED** on the top of the rebound valving with the other identical steel washers.(photo #3) This will provide the proper spacing for the valving on the shaft.
8. Assure the shaft lock nut and shaft threads are clean and dry by using contact cleaner and compressed air.
9. Apply red loc-tite to the shaft lock nut and install onto the shaft. Torque to 17 ft. lbs. with a torque wrench.