2020 KYB Lowering Kit Instructions

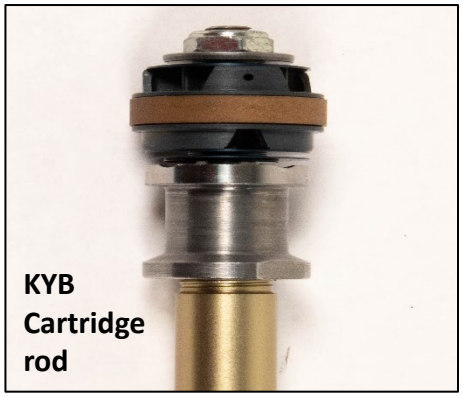
Part# AB-41108/AB-41109

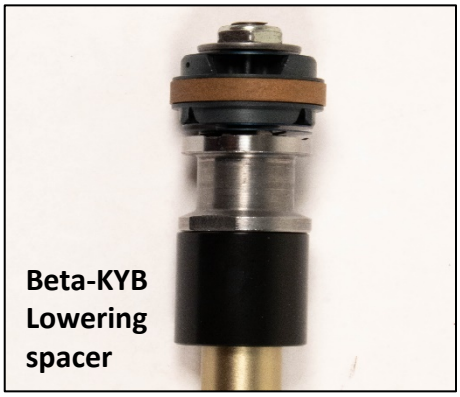
Fits: 2020+ Race Editions

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

Review the suspension manual for detailed information.

Fork Setup





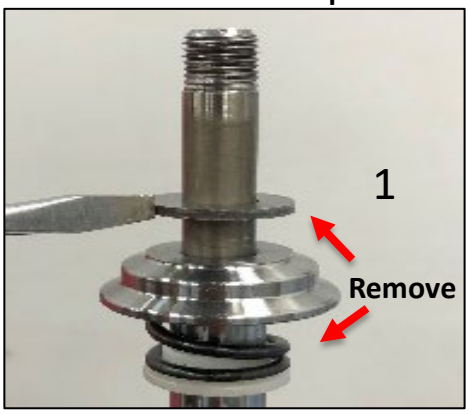
Closed Cartridge Fork Tools: 1. Fork inner cap wrench AB-15025 2. 3/8 drive ratchet 3. 8 point fork cap wrench AB-15021 4. 15mm Open end wrench 5. 48mm seal bullet 6. 48mm seal driver 7. Ratio Rite 8. 17mm 3/8 6 pt. socket 9. Synthetic Fork Seal Grease 10. Cartridge rod holding tool.

1. Disassemble the KYB closed cartridge fork using the necessary tools outlined above,
2. Remove inner cartridge assembly and disassemble.
3. Install new Beta KYB lowering spacer onto cartridge rod.
4. Assemble inner cartridge assembly.
5. Install inner cartridge assembly into the fork external assembly.

Recommended fork oil range:

1" Lowering = 325cc – Outer Chamber
2" Lowering = 300cc – Outer Chamber

Shock Setup



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., pick, reservoir cap puller, spring spanner wrench, standard screwdriver, nitrogen pressure gauge, nitrogen, torque wrench & bench vise with soft jaws.

1. Disassemble the Sachs rear shock using the necessary tools outlined above, **review the suspension manual.**
2. First, use a 17mm wrench to remove the shaft nut. Second, using a zip tie, put it through the inside of the valve shims, valve piston, and 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 all steel washers .
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 lock nut to secure.
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 30 Nm. lbs. with a torque wrench.