

# FXA-2016-X23 41mm HD Front Shock Installation Instructions

- ◆ Due to the sensitivity of front-end suspension components, AirFX **strongly** recommends having a qualified mechanic perform the following installation.
- ◆ Your bike must be equipped with the AIRFX “Instant-UP” package or have stored compressed air to feed the front suspension.

1. Lift front of motorcycle and secure.
2. Remove front axle and wheel assembly making sure to remove brake calipers so there is no damage to front wheel.
3. Remove socket head bolt from bottom of fork tube cylinder assembly. **NOTE:** Oil will drain from tube at this point. Have container ready.
4. Loosen top triple clamp bolt and remove shock.
5. Remove the cap and lower leg, being careful not to damage seals.
6. Using a 0.900” diameter rod, punch out the seal in the end of the tube. Once seal is out, bend the retainer clips out of the way. (See pictures on the back of this page)
7. Apply a liberal amount of provided (green) grease to inner bushings/bearings and the tube seal. (This will provide lubrication in the absence of fork oil) (See pictures on the back of this page)
8. Assemble the lower leg onto the tube, being careful not to damage the seals.
9. Dual disc applications, install the LONG adapters onto the studs on the bottom of the cartridges (use Loctite).
10. Single disc applications, install the SHORT adapters onto the studs on the bottom of the cartridges (use Loctite).
11. Apply a little grease to the threaded portion of the top cap of the AirFX cartridge assembly and install into top of the fork tube.
12. Apply a little grease to threads and install bottom socket head bolt with stock crush washer and tighten with impact allen wrench.
13. Repeat for the other fork tube and lower leg.

## **You are now ready to run airlines and wire your system**

1. Find a good location for the Valve package and secure in place.
2. Wire and plumb tubing per the other set of instructions.

## **You are now ready to test your newly installed AIRFX, Air Suspension System.**

1. Make sure bike goes up and down using the push buttons (or toggle).
2. Lift the bike through the entire travel of the suspension, while checking for interferences.

## **THE BIKE SHOULD ROLL FREELY AT BOTH THE HIGHEST AND LOWEST SETTINGS**

3. Listen for leaks. The system should trap the air in the cylinder, it should not drift down.
4. If it does drift, spray soapy water on the tubing connections, look for bubbles. Cut tube and re-install as required.

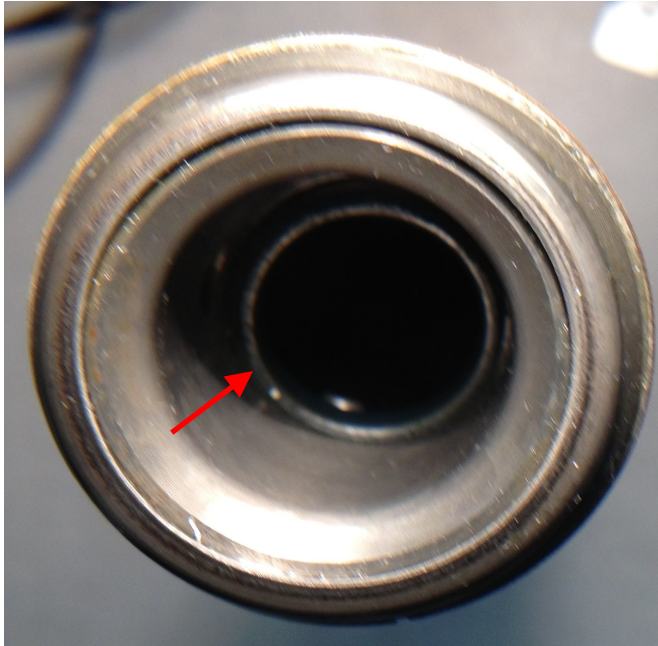
## **MODIFY THE KICKSTAND AS REQUIRED SO THAT THE BIKE REMAINS UPRIGHT WHEN ALL OF THE AIR IS OUT OF THE SYSTEM**

**PATENT 8,316,978  
PATENT 8,636,097  
PATENT PENDING 14/165,476**

### **\*\*\*\*\* WARNING \*\*\*\*\***

**THIS SYSTEM MAY USE THE FULL TRAVEL OF THE SUSPENSION. THE INSTALLER IS RESPONSIBLE FOR THE PROPER INSTALLATION. LOSS OF AIR PRESSURE WILL RESULT IN THE SUSPENSION MOVING TO IT'S LOWEST POSITION. THE INSTALLER IS RESPONSIBLE TO VERIFY THE SAFETY OF THE APPLICATION. IMPROPER INSTALLATION COULD RESULT IN DAMAGE TO THE MOTORCYCLE AND COULD CAUSE SERIOUS INJURY OR DEATH.**



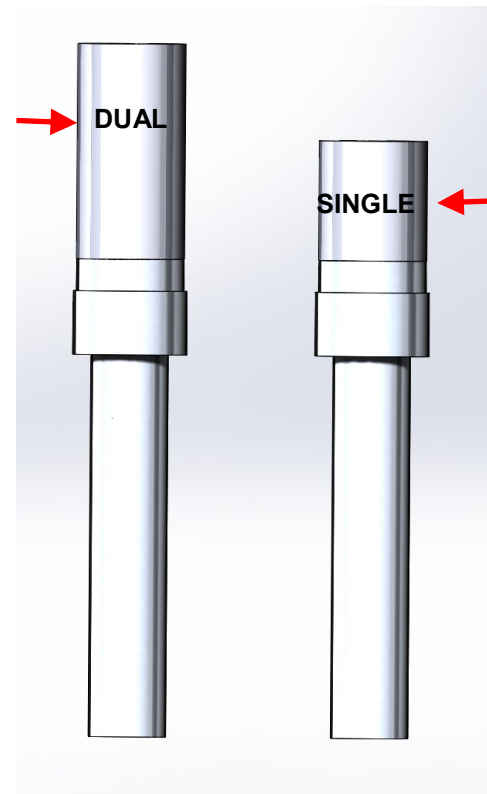


**REMOVE TUBE INNER RUBBER SEAL.**

**MAKE SURE THAT THE METAL FINGERS THAT HOLD THE SEAL IN PLACE ARE REMOVED OR BENT BACK OUT OF THE WAY OF THE CARTRIDGE SPRING .**



**GREASE BOTH BEARING SURFACES WITH THE GREASE PROVIDED OR SOME OTHER HIGH TEMP GREASE. THIS WILL PROVIDE THE LUBRICATION SINCE OIL WILL NOT BE ADDED TO THE SHOCK. ALSO GREASE THE TUBE SEAL.**



**DUAL DISC, LONG ADAPTER**  
**SINGLE DISC, SHORT ADAPTER**