

FXA-2021 VRod Front Shock Installation



- ◆ 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 the left fork tube cylinder assembly, drain oil. Remove both forks from tree.
4. Remove the caps and dis-assemble, being careful not to damage seals.
5. Remove all internal components and clean inner and outer tubes.
6. Right fork inner tube requires modification, see page 2.
7. Apply a liberal amount of provided (green) grease to bushings/bearings and the tube seal. No fork oil required.
8. Assemble the outer tube onto the inner tube, being careful not to damage the seals.
9. 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.
10. Install bottom socket head bolt with stock crush washer and tighten with impact gun.
11. 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.
- 3.

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 *******

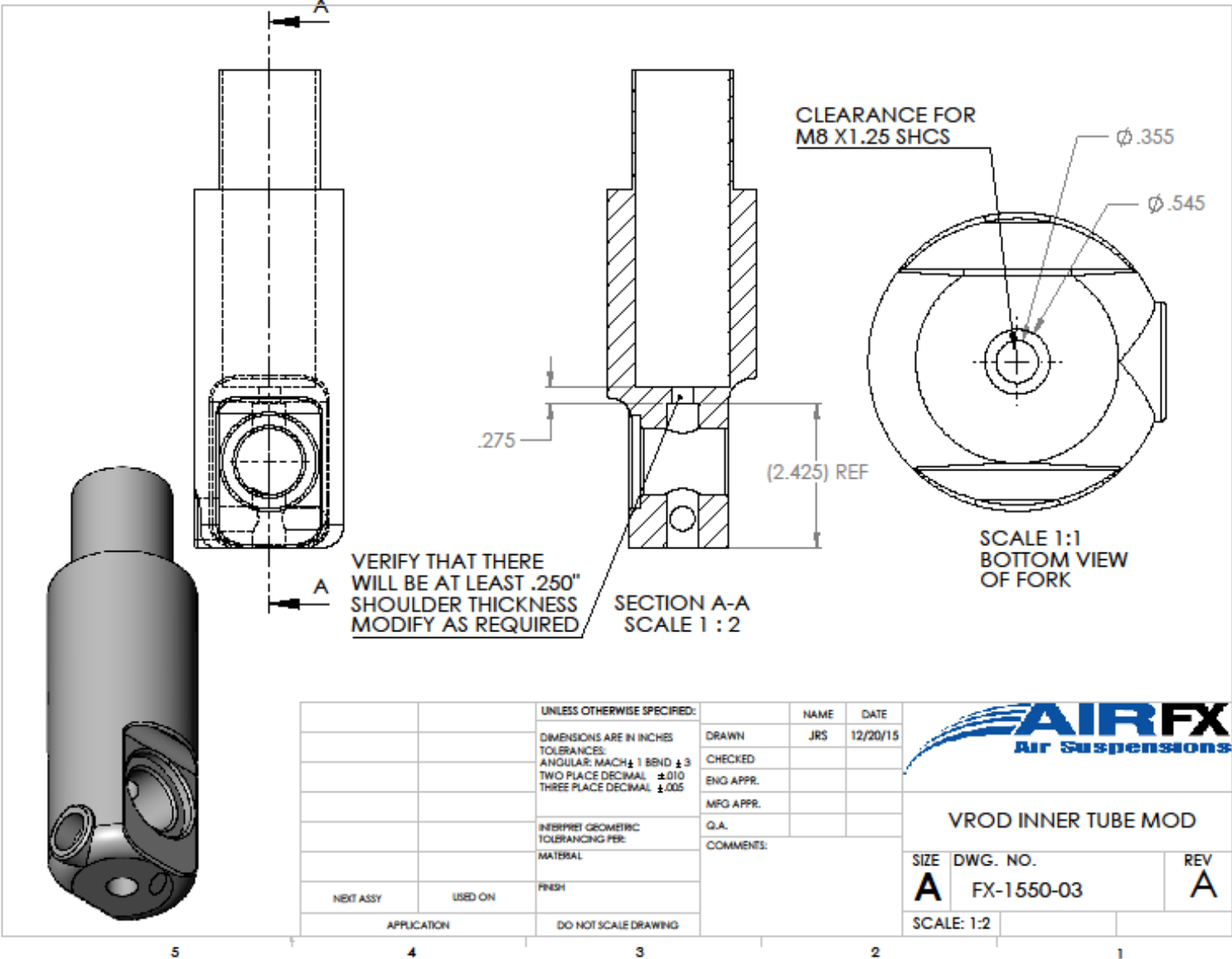
THIS SYSTEM MAY USE THE FULL TRAVEL OF THE SUSPENSION. THE INSTALLER IS RESPONSIBLE FOR THE PROPER INSTALLATION. LOSS OF AIR PRESSURE WILL RESULT IN THE SUSPENSION MOVING TO IT'S LOWEST POSITION. THE INSTALLER IS RESPONSIBLE TO VERIFY THE SAFETY OF THE APPLICATION. IMPROPER INSTALLATION COULD RESULT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



Toll Free: 800-210-1454
www.AirFXusa.com



THE RIGHT TUBE WILL NEED TO BE MODIFIED TO MATCH THE LEFT FORK. A THRU HOLE AND COUNTER BORE MUST BE ADDED PER THE DRAWING



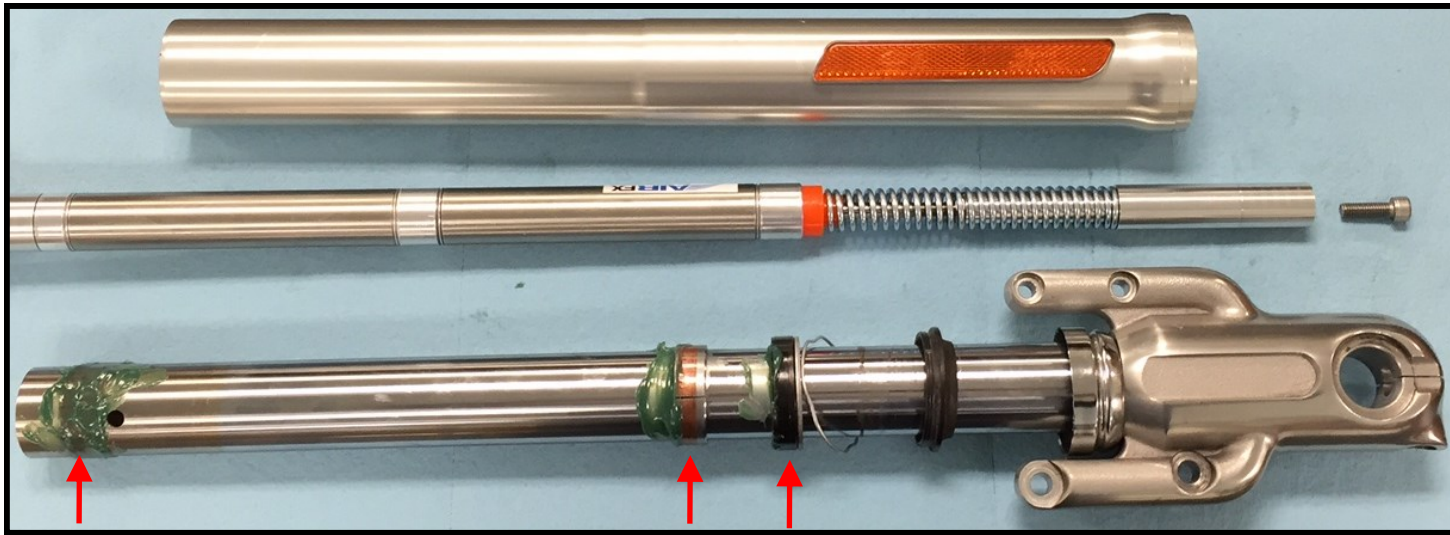
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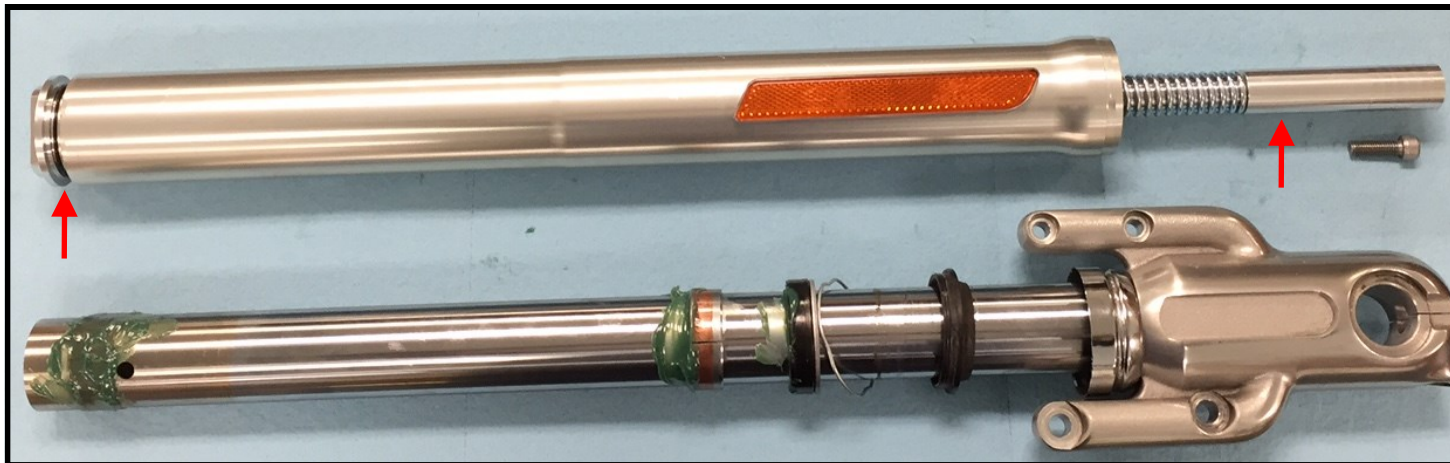
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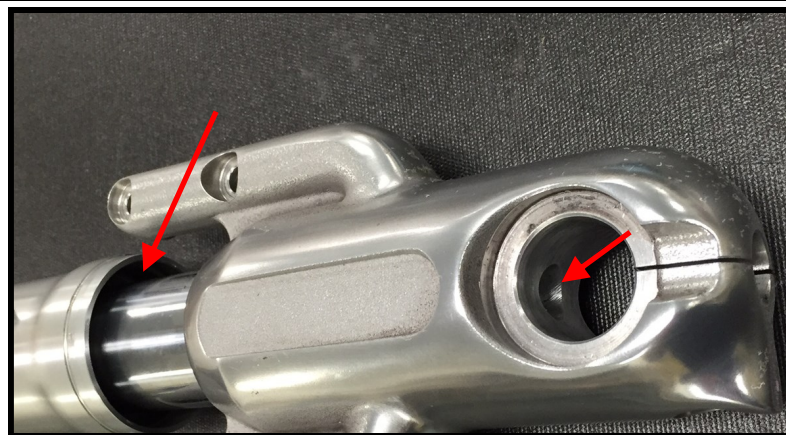
GREASE BOTH THE BEARING ON THE INNER TUBE AND THE UPPER PART OF THE INNER TUBE.

GREASE THE RUBBER SEAL, WITH THE GREEN GREASE PROVIDED.

NO FORK OIL WILL BE ADDED



INSERT THE CARTRIDGE INTO THE OUTER TUBE AND PARTIALLY THREAD IN THE TOP BOLT.



INSERT THE INNER TUBE INTO THE OUTER TUBE. INSTALL THE SLEEVE BEARING AND SEAL AND SECURE THE BOTTOM BOLT IN THE AXLE AREA WITH AN IMPACT GUN. SECURE THE TOP BOLT INTO THE OUTER TUBE.