

FROGMAN ENTERPRISES

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Works Performance Fork Spring & Shock Installation Instructions & Setup

Thanks for purchasing one of my suspension packages—I have spent a long time developing these kits with the Works Performance engineers so that our beloved bevel drives can ride as well as possible. Your fork spring kit is basically a drop in thing with just a bit of fiddling to dial them in required. The rear shocks were custom built for you and your riding style but also require just a bit of fiddling to dial in as well. Below please find some general guidelines to use as a starting point for setting things up. Read things over a couple times and if you have questions still, please give me a call.

FORK SPRING KIT

Put your bike on the center stand and prop up the front wheel either with a front end stand that goes under the steering head or with something that goes under the front of the engine. The front wheel must not be touching the ground. I recommend that you completely disassemble your forks and change out the fork seals, wipers and put in new fluid. However, if you just want to change out the fork springs, loosen the top triple clamp pinch bolts THEN remove the fork caps. Pull out the existing spacer and spring. For each fork leg, install the long spring, then 1 washer, then the short spring, then take either the middle or short metal crossover tube and slide it inside the short spring, then put another washer on top [the longer crossover tube will make it transition from the soft spring to the tighter spring sooner]. Now get one of the white plastic tubes and set on top of everything. If you weight less than 175 measure 3/8" above the top of the tube and mark—more than 175 measure 1/2" then mark. Now go cut the plastic tubes above your mark taking care that your cut is square. Carefully install the fork cap, start by turning BY HAND counter clockwise until you feel a click when the threads engage, now twist clockwise and tighten by hand the first few complete turns. Now use a wrench to bottom them out. Tighten the pinch bolts and get rid of the front stand. With a half tank of gas, all your riding gear on etc, get a pal to help you measure the static sag. Install a zip tie around one fork leg nice and snug. Jump up and down on the bike then lean against a wall supporting yourself with your elbow. Have your pal slide the zip tie down so that it is touching the wiper. Now carefully get off your bike and lift the bar to unload the front end. Have your buddy measure the difference between the bottom of the zip tie and the top of the wiper. That is your static sag. You should look for 1 3/8' to 1 1/2". Less sag = stiffer, more sag = softer. To adjust the sag, you either add to or take away from the plastic tube you installed. Fender washers work well while messing around to get the ideal stack height. Go for a ride and don't be afraid to go back in and make changes to the preload. Before you ride though, make sure to snug everything up including those top triple clamp pinch bolts!!!

REAR SHOCK KIT

Put your bike on the center stand, remove your mufflers, remove your shocks. Now is a great time to check your swingarm for any play etc. throughout the entire range of motion. OK now install your new shocks, the adjusters must be on the top. If your chain guard touches the shock, you must bend it out of the way, just think about it before you start, it is an easy chore to do right. Now install your mufflers etc and tighten everything up. OK time to set the preload for proper sag. With a half tank of gas and your normal riding gear on, jump up and down on your bike then once the suspension settles lean a bit against the wall using your elbow for support. Now get your buddy to measure from 2 given points, usually something up on the seat/tail etc then the other point the bottom of the axle nut—it really doesn't matter, you just need to find something that is easily repeatable. Measure this distance and write it down. Now put the bike on the center stand and take the same measurement. The difference between the 2 is your static sag. Depending on the model shock you chose, you can change static sag by either twisting the preload adjuster rings [billet tracker] or moving the circlip up or down [steel tracker]. You are looking for 1 1/8" to 1 3/8", again, less sag is stiffer, more sag is softer. Check to make sure you put everything back together right and go riding....

You have just finished installing the fork spring kit, shock kit or both. Prepare to ride a new bike now, and remember, both ends are fully tunable and are meant to be adjusted so they offer the best ride possible for you and your bike. Don't be afraid to make changes, just take good notes so you can THINK about what you want to change and benefit from those changes. Once your get things dialed in you should really love the ride. Remember that other things affect suspension and handling like tires, chassis etc... Good tires that are properly inflated are mandatory... Check steering head bearings and swingarm pivots as well if you are still having problems.