

PRELOAD SETTING CHART

RIDER WEIGHT (EXCLUDES PASSENGER & LUGGAGE WEIGHT)	NUMBER OF TURNS
100-249 LBS FACTORY SETTING	0
250-349 LBS	1
350-449 LBS	2
450+ LBS	3

RIDER PREFERENCE - Read Prior to Installation

This chart is not a one size fits all. What constitutes as a firm or a soft ride will vary from one rider to another based on rider preference. This chart is designed as a starting point when determining the preload adjustment of the AXEO cartridge. No matter the preload adjustment setting chosen, the AXEO cartridge will provide a luxury ride, while also improving handling and performance of the front suspension, regardless of rider weight. **It's up to the installer or rider to determine exactly the type of ride quality desired when adjusting preload to ensure customer satisfaction.**

- Points to consider:
- **DO NOT include passenger weight when determining preload adjustment** as their weight is mainly over the rear shocks and it is only a factor under hard braking when the center of gravity of the motorcycle is shifted forward.
 - **The AXEO will ride slightly firmer than stock with the nature of the design.** With an increase in performance you will feel more feedback from the front suspension over small road expansion joints, cracks, etc. Softer stock suspensions will result in the absorption of these small road imperfections; however, this will result in an undesirable reaction when encountering the larger potholes, uneven bridge joints, cracks, etc. The AXEO will adsorb these larger road imperfections, without the jarring effect experienced with stock suspension.
 - **The change in firmness of the AXEO is significant when increasing or decreasing preload adjustment.**

Rider Preference Scenario 1:
Rider weighs 250 lbs. with gear. Rider states they would prefer a comfortable ride with an increase in performance = stay with 0 turns of preload

Rider Preference Scenario 2:
Rider weighs 250 lbs. with gear. Rider states they prefer a firmer feel in the front end and exercise the limits of their motorcycle when cornering, braking, etc. They understand the front suspension already will be slightly firmer than stock and are aware of the noticeable change in firmness between setting 0 and 1 turn of preload = adjust with 1 turn of preload.

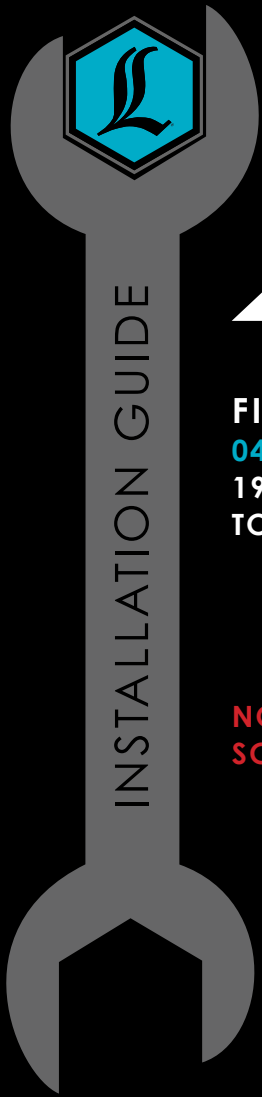
This preference interpretation can be applied to all weight ranges.

NOTE: These settings DO NOT change the gross vehicle weight of your motorcycle, see your owner's manual for this specification and understand these limits. These performance descriptions will help you choose a setting that will give you the ride quality, enhance steering, braking and traction at a level you desire. Legend Suspensions is not liable for damages or injuries as the result of exceeding the gross vehicle weight of the motorcycle.

OIL VOLUME CHART

AXEO PART	TUBE SIZE	FITMENT	FORK TUBE LENGTH	OUNCES OF OIL PER LEG
0414-0597	41 mm	1997-2013	22.55"	4 oz

NOTE: LEGEND SUSPENSIONS RECOMMENDS THE USE OF THE FOLLOWING FORK OILS: SCREAMIN' EAGLE HEAVY, MAXIMA 20W V-TWIN, OR AN EQUIVALENT 20W FORK OIL



FITMENT:
0414-0597 (+2")
1997-2013 HARLEY-DAVIDSON FLH
TOURING MODELS (41 MM)

NOTE: LEGEND SUSPENSIONS RECOMMENDS THE USE OF THE FOLLOWING FORK OILS: SCREAMIN' EAGLE HEAVY, MAXIMA 20W V-TWIN, OR AN EQUIVALENT 20W FORK OIL

English

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INSTALL INSTRUCTIONS



STEP ONE: FORK REMOVAL

- A. Remove the forks from the motorcycle, consult with an experienced technician before removal if needed.



STEP TWO: DISASSEMBLY

WARNING: Be extremely careful when removing the top cap, it is under high spring pressure and may cause injury.

- A. Secure the stanchion (upper fork tube) in a fork vise or soft clamp to avoid scratching it.
- B. Use an impact wrench to remove the lower Allen bolt to drain the fork oil. **FIGURE A**
- C. Pump the slider (lower fork tube) and stanchion several times to purge as much of the original oil as possible.
- D. With the fork still secured in the vise, use an impact wrench to remove the top cap. **FIGURE B**
- E. Dump out all of the stock components from the top of the stanchion. **FIGURE C**
- F. Remove the oil seal retaining clip and separate the slider from the stanchion.
- G. Discard the stock oil lock piece from the slider.



STEP THREE: CLEAN FORKS

- A. Clean the remaining oil and contaminants from the inside of the fork tubes using a non-corrosive and non-abrasive parts cleaning solvent and a long brush.
- B. Rinse thoroughly to remove any residue.
- C. Dry parts with compressed air.

PARTS INCLUDED:
(2) - AXEO Cartridges
(2) - Rebound Springs
(2) - Oil Lock Pieces
(see note above)

- D. Install new bushings and seals onto the new 22.55" long stanchions.
- E. Install the oil lock pieces into the lower sliders and re-assemble the forks with new stanchions. (SEE NOTE ABOVE)



FIGURE A



FIGURE B



FIGURE C



STEP FOUR: SET PRELOAD ON LEGEND CARTRIDGES

- A. Refer to the preload setting chart on the back cover of this install guide (**preload adjustment is based on rider weight only**).
- B. Use an Allen wrench to loosen the set screw on the preload adjuster. **FIGURE D**
- C. Use the recommended number of turns from the chart and thread your preload adjuster towards the spring. **Preload adjuster is set at zero from the factory.** One full turn is indicated by the set screw aligning with "flat."

IMPORTANT: Once the proper preload adjustment is achieved, index the preload adjuster so the set screw lines up with the machined flat on the shaft. Apply blue threadlocker to the set screw threads and tighten.

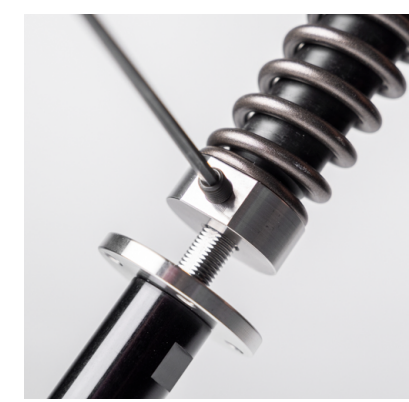


FIGURE D



STEP FIVE: INSTALL LEGEND CARTRIDGES

- A. Make sure the oil lock piece aligns with the stanchion (use a flashlight to ensure you can see all the way through the fork to the lower bolt hole). **IMPORTANT: Verify that the stock rebound springs are removed.**
- B. Install the provided rebound springs into the top of each stanchion. **FIGURE E**
- C. With the slider and stanchion fully compressed, install the cartridge, making sure it is seated in the oil lock piece.
- D. Clean and inspect the copper sealing washer on the lower Allen bolt that was removed in Step 2. Make sure there are no blemishes that would prevent it from sealing and replace if damaged.
- E. Apply a small amount of blue threadlocker to the threads of the bolt and install it with the copper sealing washer.
- F. Hold the cartridge and tighten the lower bolt to 15 ft. lbs.



FIGURE E



STEP SIX: ADDING OIL AND BLEEDING

IMPORTANT: The type and amount of oil added ensures that the hydraulic bump stop functions properly.

- A. Refer to the oil volume chart on the back cover of this install guide for the type and amount of oil to add per fork.
- B. Pour oil in the top of the stanchion, you will need to slowly pump the stanchion and slider a few times while doing this to distribute the oil. **FIGURE F**
- C. Once the recommended amount of oil has been installed, slowly pump the stanchion and the slider up and down 10 to 12 times to bleed the air from the oil. **FIGURE G**
- D. After bleeding the air from the oil, slide the stanchion up and thread it onto the fork cap.
- E. Tighten the fork cap to 25 ft. lbs.



FIGURE F



FIGURE G



STEP SEVEN: INSTALL FORKS

- A. Once the forks are re-assembled, install them onto the motorcycle. Follow the manufacturers' torque specs for safety.

