

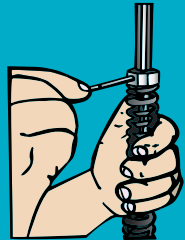


# INSTALLATION GUIDE

PARTS: 0414-0494, 0414-0495, 0414-0496, 0414-0497

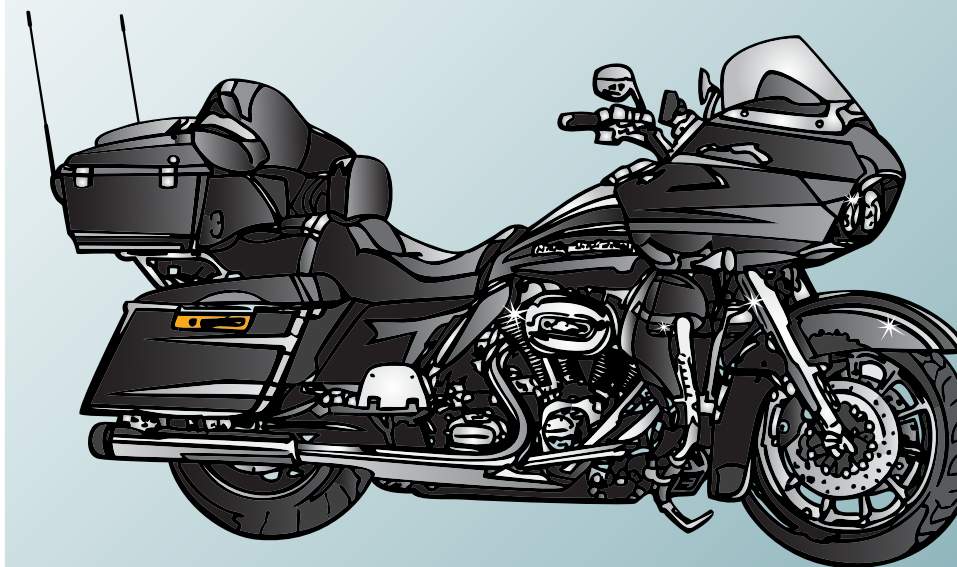
## PRELOAD SETTING CHART FOR AXEO

(0414-0494, 0414-0495, 0414-0496, 0414-0497)

OVERALL RIDER(S) WEIGHT IN LBS. (INCLUDING LUGGAGE)	NUMBER OF TURNS 
150-249	0
250-349	4
350-449	8
450-549	12
550-649	16
650-749	20
750+	24



**FITMENT:**  
**0414-0494 (STANDARD)**  
**0414-0495 (1" LOWERED):**  
 2014+ HARLEY-DAVIDSON FLH  
 TOURING MODELS (49 MM)  
**0414-0496 (STANDARD)**  
**0414-0497 (1" LOWERED):**  
 1997 - 13 HARLEY-DAVIDSON FLH  
 TOURING MODELS (41 MM)



### WARRANTY

All Legend Suspension System™ parts are guaranteed to the original purchaser to be free of manufacturing defects and workmanship. Merchandise that fails to conform to these conditions will be repaired or replaced at Legend Suspension Systems™ option if the parts are returned to us by the purchaser. Warranty coverage is limited lifetime.

In the event warranty service is required, the original purchaser must call or e-mail Legend Suspension Systems™ immediately with the problem. Some problems can be rectified by a telephone call and need no further course of action.

A part that is suspect of being defective must not be replaced by a Dealer without prior authorization from Legend Suspension Systems™. If it is deemed necessary for Legend Suspension Systems™ to make an evaluation to determine whether the part was defective, a return authorization number must be obtained from Legend Suspension Systems™. The parts must be packaged properly so as to not cause further damage and be returned prepaid to Legend Suspension Systems™ with a copy of the original invoice of purchase. If after an evaluation has been made by Legend Suspension Systems™ and the part was found to be defective, repair will be made at Legend Suspension Systems™ discretion.

#### ADDITIONAL WARRANTY PROVISIONS

- (1) Legend Suspension Systems™ shall have no obligation in the event a Legend Suspension Systems™ part is modified by any other person or organization.
- (2) Legend Suspension Systems™ shall have no obligation if a Legend Suspension Systems™ part becomes defective in whole or in part as a result of improper installation, improper maintenance, improper use, abnormal operation, or any other misuse or mistreatment of the Legend Suspension Systems™ part.
- (3) Legend Suspension Systems™ shall not be liable for any consequential or incidental damages resulting from the failure of a Legend Suspension Systems™ part, the breach of any warranties, the failure to deliver, delay in delivery in non-conforming condition, or for any other breach of contract of duty between Legend Suspension Systems™ and a customer.
- (4) Legend Suspension Systems™ shall have no warranty or liability obligation if a Legend Suspension Systems™ part is used in any other application. Vehicles used in competition or off road are exempt from all warranties.
- (5) All warranty items will require the original purchase invoice.

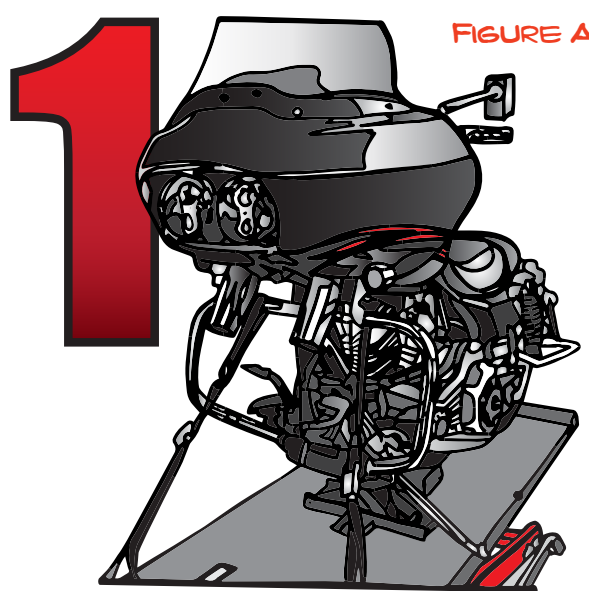
**WARNING:** Legend Suspension Systems™ assumes no responsibility for damage or injuries which may result from the use or installation of its products, whether or not properly installed or used. Installing a lowered AXEO Legend Suspensions system may decrease initial ground clearance when in lowered position. The motorcycle will be lower to the ground and care should be taken to avoid bottoming out, especially over bumps or in turns. To maintain proper balanced geometry, we recommend riding in the stock height position.

All parts sold or manufactured by Legend Suspension Systems™ are warranted against all manufacture defects or workmanship defects. Should a product we manufacture be defective, it must be returned to Legend Suspension Systems™. All returns must be authorized in advance with RA#. Freight must be prepaid by customer. If our product is found to be defective, it will be repaired free of charge or exchanged at Legend Suspension Systems™ discretion. Repairs or exchanges will not be issued if merchandise has been damaged, abused or modified. Any disagreement which may arise out of this agreement shall be submitted to arbitration and shall be enforceable under the laws of the State of South Dakota. Judgment on the award shall be entered into by the said court, and the decision of the arbitrator shall be a condition precedent to legal rights. The parties shall submit disputed matters under the Rules of the American Arbitration Association and the losing party shall pay both parties' attorneys' fees and costs.



**WARNING** DO NOT TAMPER WITH THE ALLEN BOLT ON TOP OF CAP!

**WARNING** PROPERLY SUPPORT YOUR MOTORCYCLE PRIOR TO SUSPENSION INSTALLATION!



**1**

FIGURE A



**2**

FIGURE B

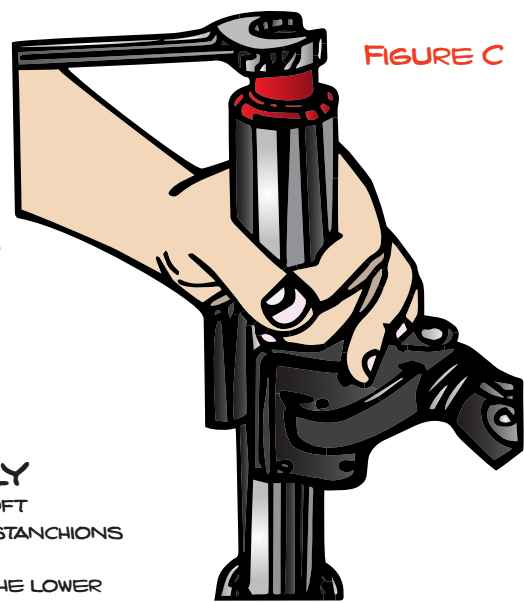


FIGURE C

**3**

**STEP THREE: CLEAN FORKS**

- A. IF YOU DIDN'T SPLIT YOUR FORKS CLEAN ALL OF THE USED OIL AND CONTAMINANTS FROM FORKS.
- B. USE A SOLVENT TANK AND LONG BRUSH TO SCRUB THE INSIDE OF YOUR FORKS. ONCE ALL OF THE OIL IS WASHED OUT, USE CONTACT CLEANER (SUSPENSION CLEANER OR BRAKE CLEANER) THAT DOESN'T LEAVE AN OILY FILM, AND WASH THE SOLVENT OUT.
- C. BLOW ALL PARTS DRY WITH COMPRESSED AIR.

**STEP ONE: FORK REMOVAL**

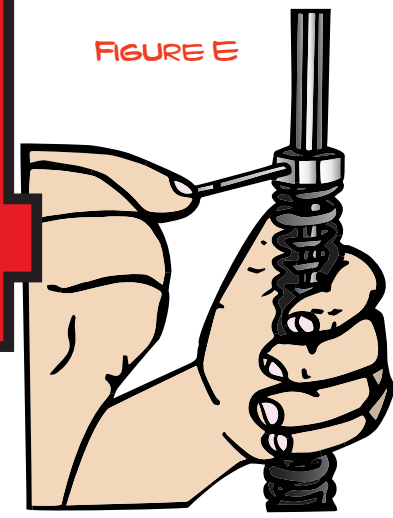
- A. REMOVE STOCK FORKS FROM MOTORCYCLE, CONSULT WITH AN EXPERIENCED TECHNICIAN BEFORE REMOVAL IF NEEDED.

**STEP TWO: DISASSEMBLY**

- A. SECURE FORKS IN A FORK VICE OR SOFT CLAMP TO ELIMINATE SCRATCHING ON STANCHIONS (UPPER TUBES).
  - B. USE AN IMPACT WRENCH TO REMOVE THE LOWER ALLEN BOLT. FIGURE B.
  - C. LET THE OIL DRAIN OUT AND PUMP FORK SEVERAL TIMES TO REMOVE ALL ORIGINAL OIL.
  - D. WITH FORK STILL IN VICE, REMOVE TOP FORK CAP. **WARNING: BE EXTREMELY CAREFUL WHEN REMOVING THE CAP, IT IS UNDER HIGH SPRING PRESSURE AND MAY CAUSE INJURY.** FIGURE C.
  - E. PULL THE PRELOAD SPACER OUT. DUMP ALL STOCK COMPONENTS OUT OF FORKS. FIGURE D.
- NOTE: SPLITTING FORKS IS UNNECESSARY UNLESS YOU'RE CHANGING FORK SEALS, OR IF YOUR FRONT FORKS HAVE AN ALIGNMENT CUP IN ONLY ONE FORK TUBE, SUCH AS HARLEY MODELS THAT RUN A COMPRESSION SPRING IN ONE FORK TUBE AND A DAMPER ASSEMBLY IN THE OTHER TUBE.**
- F. IF SO, REMOVE THE SNAP RING. USE THE STANCHION AS A SLIDE HAMMER AND PULL FORK PART. CLEAN YOUR FORKS AND REPLACE YOUR SEALS IF WANTED.

**4**

FIGURE E



**STEP FOUR: SET PRELOAD FOR LEGEND CARTRIDGE**

- A. REFER TO THE PRELOAD SETTING CHART (BASED ON RIDER AND BIKE WEIGHT) ON THE BACK COVER OF THIS INSTALL GUIDE.
- B. USE AN ALLEN WRENCH TO LOOSEN THE SET SCREW ON THE PRELOAD ADJUSTER. FIGURE E.
- C. USE THE RECOMMENDED NUMBER OF TURNS FROM THE CHART AND THREAD YOUR PRELOAD SPACER DOWN.
- D. **IMPORTANT: LINE THE SET SCREW UP WITH THE "FLAT" THAT IS MACHINED IN THE SHAFT, AND TIGHTEN THE SET SCREW.**

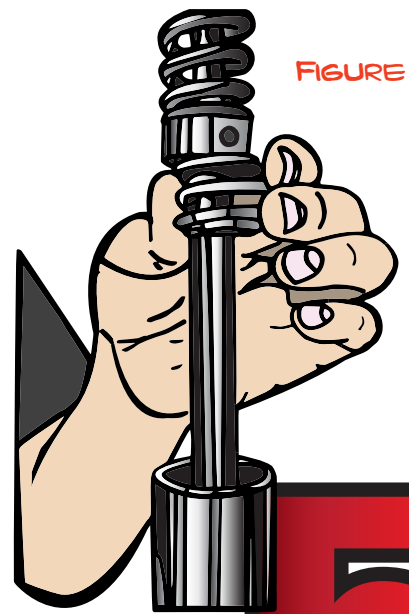
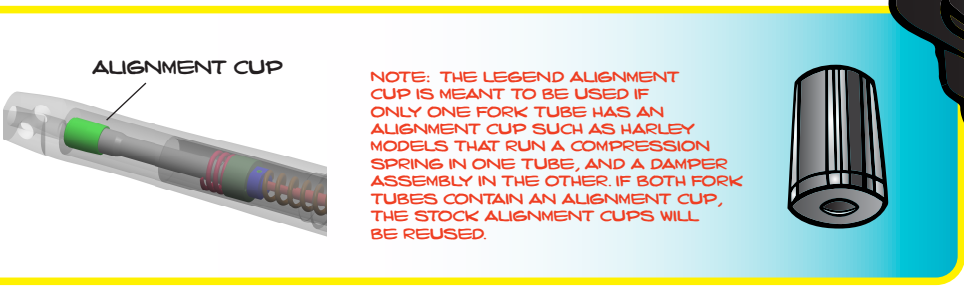


FIGURE F

**5**



**STEP FIVE: INSTALL LEGEND CARTRIDGES**

- A. MAKE SURE YOUR ALIGNMENT CUP IS ALIGNED WITH UPPER TUBE (USE A FLASHLIGHT AND MAKE SURE YOU CAN SEE ALL THE WAY THROUGH THE FORK TO THE LOWER BOLT HOLE).
- B. MAKE SURE STOCK TOP OUT SPRINGS ARE REMOVED. THEN DROP THE PROVIDED TOP OUT SPRINGS INTO THE TOP OF TUBE AND MAKE SURE THEY ARE ALIGNED IN THE BOTTOM OF THE STANCHION.
- C. WITH THE FORK FULLY COMPRESSED, LOWER THE CARTRIDGE INTO THE TUBE, MAKING SURE IT IS IN THE ALIGNMENT CUP. FIGURE F.
- D. INSPECT THE COPPER WASHER FROM THE LOWER BOLT YOU REMOVED EARLIER. CLEAN WASHER AND MAKE SURE THERE ARE NO BLEMISHES.
- E. APPLY SMALL AMOUNT OF LOC-TITE TO THREADS OF LOWER BOLT AND INSTALL IT WITH COPPER WASHER.
- F. HOLD CARTRIDGE AND TIGHTEN BOLT TO 15 FT. LBS FOR A 41 MM FORK AND 30 FT. LBS FOR A 49 MM FORK.

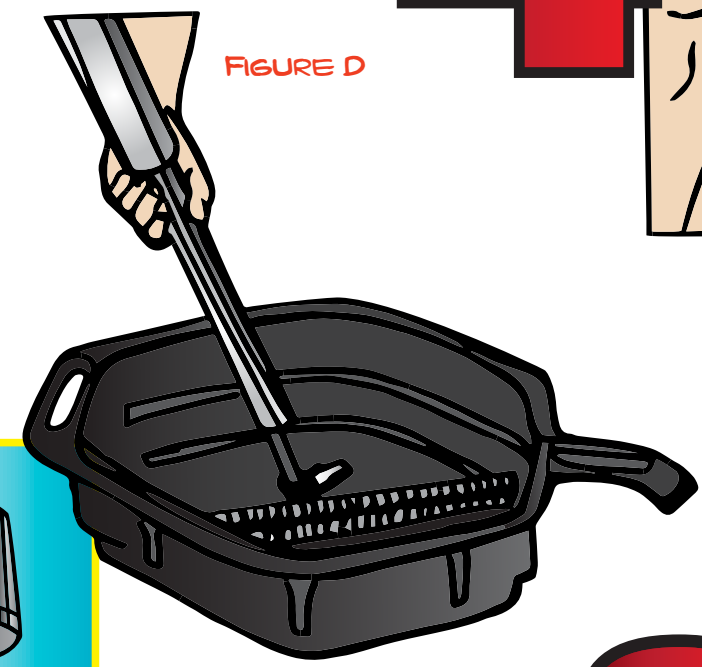


FIGURE D

**7**

**STEP SEVEN: INSTALL FORKS**

- A. ONCE FORKS ARE COMPLETELY ASSEMBLED RE-INSTALL THEM ONTO YOUR MOTORCYCLE. FOLLOW THE MANUFACTURERS' TORQUE SPECS FOR SAFETY.

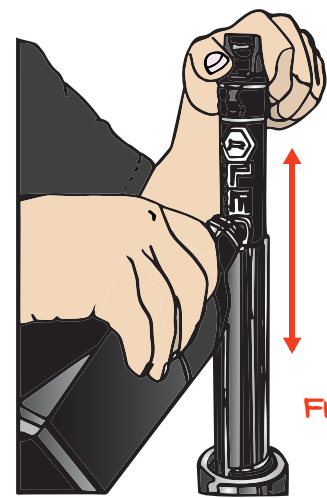


FIGURE G

**6**

**STEP SIX: ADDING OIL AND BLEEDING**

- A. ADD 5 OZ. OIL PER FORK FOR A 41 MM KIT AND 8 OZ PER FORK FOR A 49 MM KIT.
- B. POUR OIL IN TOP OF FORK, YOU WILL NEED TO PUMP THE STANCHION A FEW TIMES WHILE DOING THIS TO LET OIL DRAIN DOWN INTO TUBE. FIGURE G.
- C. ONCE RECOMMENDED AMOUNT OF OIL HAS BEEN ADDED, PUMP THE STANCHION UP AND DOWN SEVERAL TIMES TO MAKE SURE YOU HAVE THE OIL INTO THE LOWER PART OF THE FORK.
- D. AFTER BLEEDING THE FORKS, SLIDE THE STANCHION UP AND THREAD ONTO THE FORK CAP.
- E. TIGHTEN THE FORK CAP TO 60 FT. LBS.

**PARTS INCLUDED:**

- (2) - AXEO CARTRIDGES
- (1) - FORK OIL, ONE QUART
- (1) - ALIGNMENT CUP
- (2) - REBOUND SPRINGS