

INSTALLATION INSTRUCTIONS

FORK SPRING KIT - HONDA REBEL

KIT CONTENTS



QTY	DESCRIPTION
2	FORK SPRINGS
1	COTTER PIN, 1/16" X 3/4"
1	FORK SPRING SPACER
1	DECAL SHEET

LIMITED GUARANTEE

We continually inspect and try to improve our products. All parts have been inspected prior to packaging, and our guarantee is limited to replacement of defective parts. This guarantee is in lieu of all guarantees or warranties implied or expressed. Because we can not control the application of our products, the buyer assumes risks for any and all damage caused by themselves or any third party, by virtue of failure of these parts. We make no warranty as to products distributed by us, expressed or implied, including without limitation, any warranties or merchant ability and fitness for particular purpose. We will, however, pass on all warranties made by the manufacturer, who has sole responsibility for performing such warranties. The manufacturer shall solely be responsible for any damage to person or property arising from design, manufacturing and testing of all products, and we accept no liability for such damages. We shall not be liable for indirect or consequential damages.

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WARNINGS & ALERTS:

- READ AND FOLLOW ALL INSTRUCTIONS TO PROPERLY INSTALL THIS KIT.
- IMPROPER INSTALLATION CAN CAUSE UNSATISFACTORY AND/OR UNSAFE OPERATION.
- THE OPERATOR MUST USE EXTREME CAUTION WHEN OPERATING A MODIFIED MOTORCYCLE, PARTICULARLY WHILE GETTING FAMILIAR WITH ITS ALTERED HANDLING CHARACTERISTICS.
- READ ALL THE INSTRUCTIONS CAREFULLY BEFORE INSTALLING THIS KIT ON YOUR MOTORCYCLE. USE YOUR HONDA SERVICE MANUAL AS A REFERENCE WHILE INSTALLING THIS KIT.

FORK SPRING INSTALLATION

1. Support and lift the motorcycle securely so the front wheel is just off the ground and able to spin with light brake drag.
2. Remove any accessories necessary to gain access to the fork caps and triple trees.
3. Note that the left and right forks on this model use different internal components, refer to your Honda Service Manual for details as needed.
4. Remove the handle bars if they are directly above the fork caps to allow for the removal of the fork springs. Adjust the fork spring pre-load adjusters to full soft (counter clockwise). Loosen the pinch bolts on the upper triple clamp. Failure to do so will make fork cap removal very difficult and potentially damage the caps and or fork tubes.
5. Unthread the fork cap from the left fork - note that the left fork cap is connected to an internal cartridge.
6. Unthread and remove the fork cap from the right fork. CAUTION the right fork cap is under spring pressure and care must be taken as it is removed to avoid injury! Keep downward pressure on the cap as you unscrew the final threads, this will minimize the spring "jump" that will occur as soon as the cap is fully unthreaded. BE CAREFUL!
7. Remove the left fork cap and spring retaining clip. Remove, from both forks, the stock spacers, washers and fork springs. For optimum performance we highly recommend the forks be thoroughly cleaned and new Progressive Suspension 10wt fork oil installed and fork oil level set to 215mm.
8. **FORK OIL LEVEL MUST BE SET WITH THE FORKS (AND LEFT CARTRIDGE) FULLY COMPRESSED. WITH THE FORKS COMPRESSED SET THE FORK OIL LEVEL TO 215MM BELOW THE TOP OF THE FORK TUBES. WARNING: SEAL FAILURE MAY RESULT IF FORK OIL LEVEL IS SET TO A MEASUREMENT LESS THAN 215MM!**
9. Determine the correct spacer lengths for your bike from the Chart in Figure 1. You may need to cut the supplied spacer to the proper lengths.

FIGURE 1	SPACER LENGTHS	
BIKE MODEL	LEFT FORK	RIGHT FORK
CMX1100 (REBEL)	36mm (1.4")	137mm (5.4")



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10. The right fork cap must be modified before you reinstall it into the fork by removing the stock retaining clip and replacing it with the included "Cotter Pin" as illustrated in FIGURE 2

Change this...



...To this.



FIGURE 2

11. With the front forks fully extended again, insert the new fork springs (tight coils down) into the fork tubes, then insert the stock washers and spacers. Figure 3

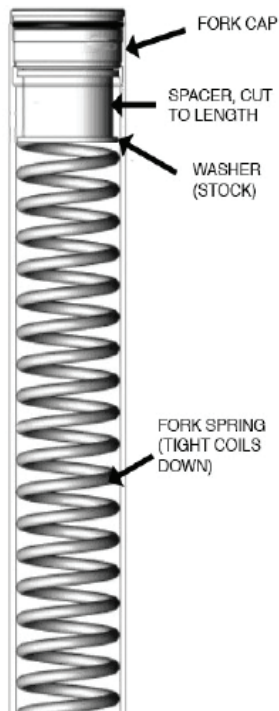


FIGURE 3

12. Re-install the spring retaining clip on the left fork cartridge rod. It is normal for the fit of the retaining clip to the spacer to seem light at this point. Spring pre-load is achieved once the fork cap is re-installed into the fork tube.
13. Reinstall the fork caps into the fork tubes.
14. Tighten the fork caps, the triple clamp pinch bolts and reinstall the handle bars and any accessories removed according to their manufacturers instructions.
15. Remove motorcycle from lift and re-check all fasteners for proper tightness.

FINE TUNING

Your Slammer fork springs are designed to allow your bike to sit lower than with your stock fork springs. Front suspension sag can be adjusted by turning the pre-load adjusters in the fork caps to a higher setting. This is also used to stiffen the forks if excessive bottoming occurs while riding the bike. Set both adjusters to the same position.

THE OPERATOR MUST USE EXTREME CAUTION WHEN OPERATING A MODIFIED MOTORCYCLE PARTICULARLY WHILE GETTING FAMILIAR WITH ITS ALTERED HANDLING CHARACTERISTICS. LOWERING THE CHASSIS AND/OR SUSPENSION ON ANY VEHICLE WILL CHANGE THE HANDLING CHARACTERISTICS AND LEAN ANGLE OF THAT VEHICLE. CARE SHOULD BE TAKEN WHEN OPERATING THE VEHICLE WITH SUCH MODIFICATIONS WHILE GETTING ACCUSTOMED TO THE NEW HANDLING CHARACTERISTICS.

For totally balanced suspension, we highly recommend installing a pair of Burly Brand Stiletto Shocks, also available at your local dealer.

