

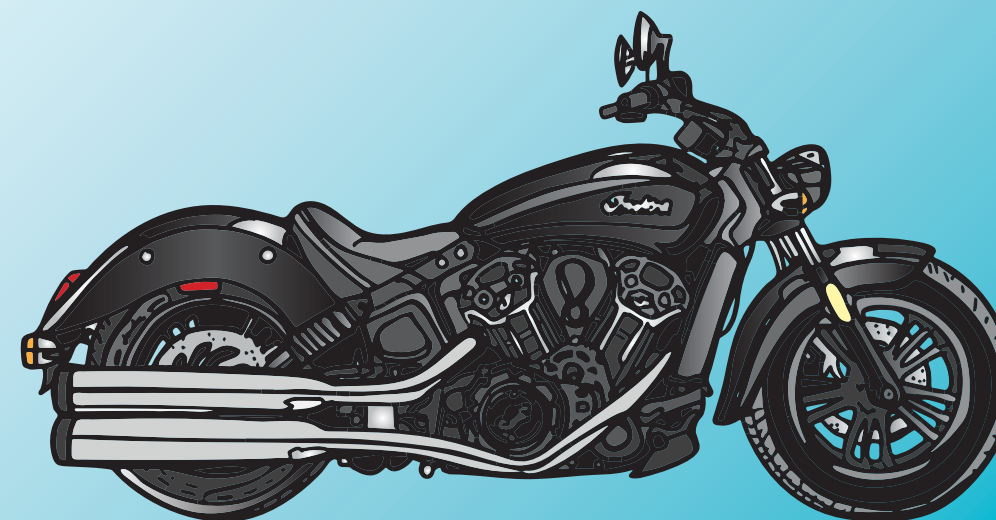


PRELOAD SETTING CHART
FOR INDIAN SCOUT AXEO

OVERALL RIDER(S) WEIGHT IN LBS. (INCLUDING LUGGAGE)	NUMBER OF TURNS
100-200	0
200-300	1
300-400	2
400-500+	3



FITMENT:
0414-0545
2015-17 INDIAN SCOUT,
2017-18 SCOUT SIXTY MODELS



OIL VOLUME CHART
FOR INDIAN SCOUT AXEO

AXEO PART	TUBE SIZE	FITMENT	LENGTH	OZ OF OIL TO ADD
0414-0545	41 MM	15-17 SCOUT 17-18 SCOUT SIXTY	STD	5 OZ

WARRANTY

All Legend Suspensions™ 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 Suspensions™ 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 Suspensions™ 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 Suspensions™. If it is deemed necessary for Legend Suspensions™ to make an evaluation to determine whether the part was defective, a return authorization number must be obtained from Legend Suspensions™. The parts must be packaged properly so as to not cause further damage and be returned prepaid to Legend Suspensions™ with a copy of the original invoice of purchase. If after an evaluation has been made by Legend Suspensions™ and the part was found to be defective, repair will be made at Legend Suspensions™ discretion.

ADDITIONAL WARRANTY PROVISIONS

- (1) Legend Suspensions™ shall have no obligation in the event a Legend Suspension™ part is modified by any other person or organization.
- (2) Legend Suspensions™ shall have no obligation if a Legend Suspensions™ 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 part.
- (3) Legend Suspensions™ shall not be liable for any consequential or incidental damages resulting from the failure of a Legend Suspensions™ 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 Suspensions™ and a customer.
- (4) Legend Suspensions™ shall have no warranty or liability obligation if a Legend Suspensions™ 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.
- (6) Legend Suspensions™ shall have no warranty or liability obligation to cover workshop labor charges incurred to install or remove suspension system or individual components.
- (7) Electrical components have a one year manufacturers warranty from the original invoice date or installation.
- (8) Limited lifetime warranty is further defined as the lifetime of specific product line.
- (9) Customer is liable for shipping charges to and from Legend Suspensions™ for warranty repairs or replacement parts.

WARNING: Legend Suspensions™ 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 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 Suspensions™ are warranted against all manufacture defects or workmanship defects. Should a product we manufacture be defective, it must be returned to Legend Suspensions™. 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 Suspensions™ 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.

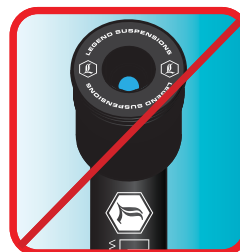
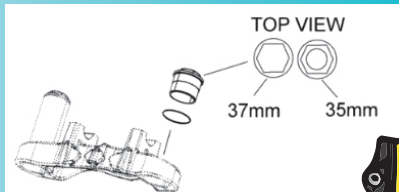




DO NOT TAMPER WITH THE SCHRADER VALVE ON TOP OF CAP!



***0414-0545: 2015 - 17 MODELS
37 MM VS. 35 MM**
SEE DIAGRAM TO DETERMINE IF YOU HAVE 37 MM OR 35 MM CAPS, LEGEND AXEOS FOR INDIAN SCOUTS ONLY FIT THE 35 MM.



PROPERLY SUPPORT YOUR MOTORCYCLE PRIOR TO SUSPENSION INSTALLATION!

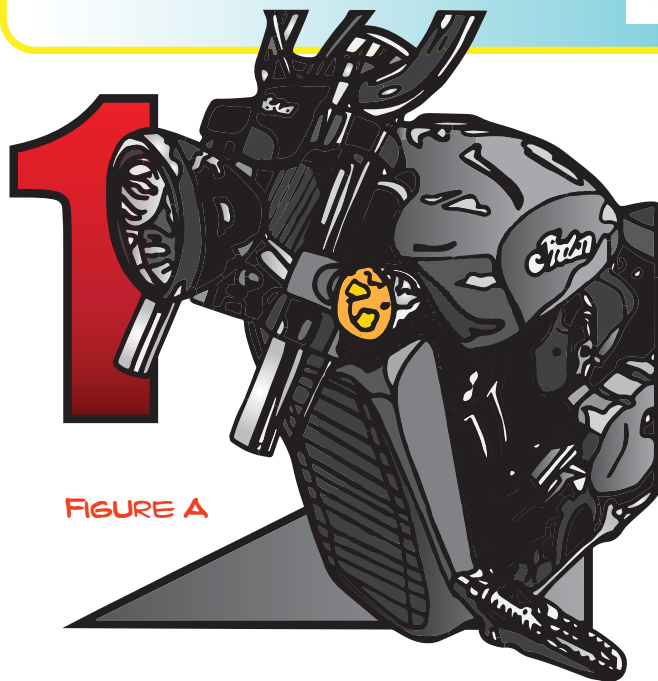


FIGURE A

STEP ONE: FORK REMOVAL

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

PARTS INCLUDED:

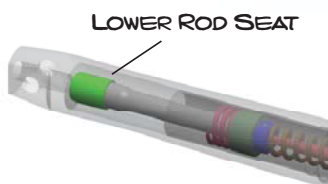
- (2) - AXEO CARTRIDGES
- (1) - FORK OIL, ONE QUART
- (2) - REBOUND SPRINGS



STEP TWO: DISASSEMBLY

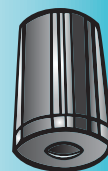
- A. SECURE FORKS IN A FORK VICE OR SOFT CLAMP TO ELIMINATE SCRATCHING ON STANCHIONS (UPPER TUBES).
- B. USE AN IMPACT WRENCH TO REMOVE THE LOWER ALLEN BOLT. FIGURE B.
- C. LET THE OIL DRAIN OUT AND PUMP FORK SEVERAL TIMES TO REMOVE ALL ORIGINAL OIL.
- D. WITH FORK STILL IN VICE, REMOVE TOP FORK CAP. WARNING: BE EXTREMELY CAREFUL WHEN REMOVING THE CAP, IT IS UNDER HIGH SPRING PRESSURE AND MAY CAUSE INJURY. FIGURE C.
- E. DUMP ALL STOCK COMPONENTS OUT OF FORKS. FIGURE D. NOTE: SPLITTING OF THE LOWER SLIDER AND STANCHION TUBE IS UNNECESSARY UNLESS, YOU WISH TO REPLACE YOUR FORK SEALS AND BUSHINGS AT THIS TIME (HIGHLY RECOMMENDED).
- F. IF SO, REMOVE THE SNAP RING. USE THE STANCHION AS A SLIDE HAMMER AND PULL FORK PART. CLEAN YOUR FORKS AND REPLACING YOUR SEALS AND BUSHINGS IS HIGHLY RECOMMENDED.

SEE STEP 2: E NOTE



LOWER ROD SEAT

USE BOTH OEM LOWER ROD SEATS



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 SUSPENSION CLEANER THAT DOESN'T LEAVE AN OILY FILM, AND WASH THE SOLVENT OUT.
- C. BLOW ALL PARTS DRY WITH COMPRESSED AIR.



STEP FOUR: SET PRELOAD FOR LEGEND CARTRIDGE

- A. REFER TO THE PRELOAD SETTING CHART (BASED ON RIDER AND GEAR 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 ADJUSTER TOWARDS THE SPRING. PRELOAD ADJUSTER IS SET AT ZERO, ONE FULL TURN IS INDICATED BY SET SCREW ALIGNING WITH "FLAT."
- D. IMPORTANT: LINE THE SET SCREW UP WITH THE "FLAT" THAT IS MACHINED IN THE SHAFT, AND RE-TIGHTEN THE SET SCREW WHEN COMPLETE.

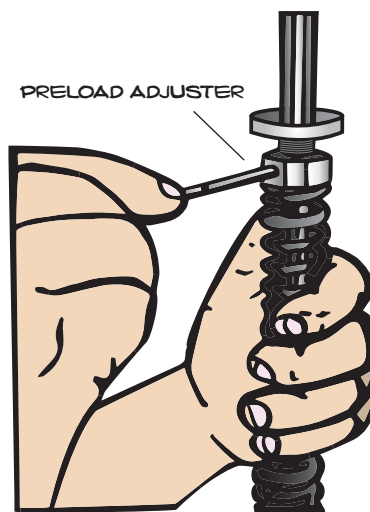


FIGURE E

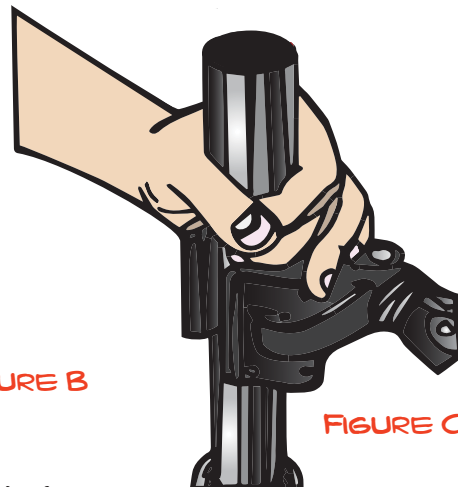


FIGURE C

TOP OUT SPRING (5-B)

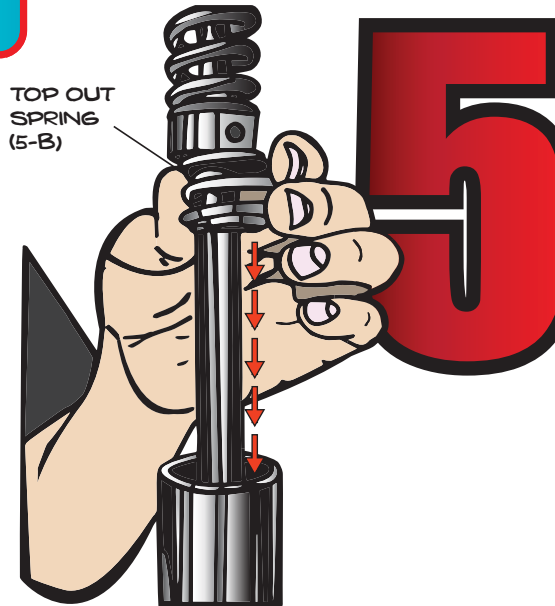


FIGURE F



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. FIGURE F.
- C. WITH THE FORK FULLY COMPRESSED, LOWER THE CARTRIDGE INTO THE TUBE, MAKING SURE IT IS IN THE ALIGNMENT CUP.
- 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.

STEP SIX: ADDING OIL AND BLEEDING

- A. REFER TO THE OIL VOLUME CHART ON THE BACK COVER OF THIS INSTALL GUIDE FOR THE AMOUNT OF OIL TO ADD PER FORK. IMPORTANT: THE AMOUNT OF OIL ADDED INSURES THE HYDRAULIC BUMP STOP WILL FUNCTION.
- B. POUR OIL IN TOP OF TUBE, 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 SLIDER.
- D. AFTER BLEEDING THE FORKS, SLIDE THE STANCHION UP AND THREAD ONTO THE FORK CAP.
- E. TIGHTEN THE FORK CAP TO 25 FT. LBS.

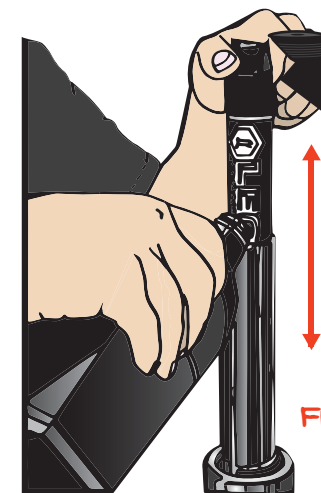


FIGURE G



STEP SEVEN: INSTALL FORKS

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



TECHNOLOGY

LEGEND INDIAN SCOUT

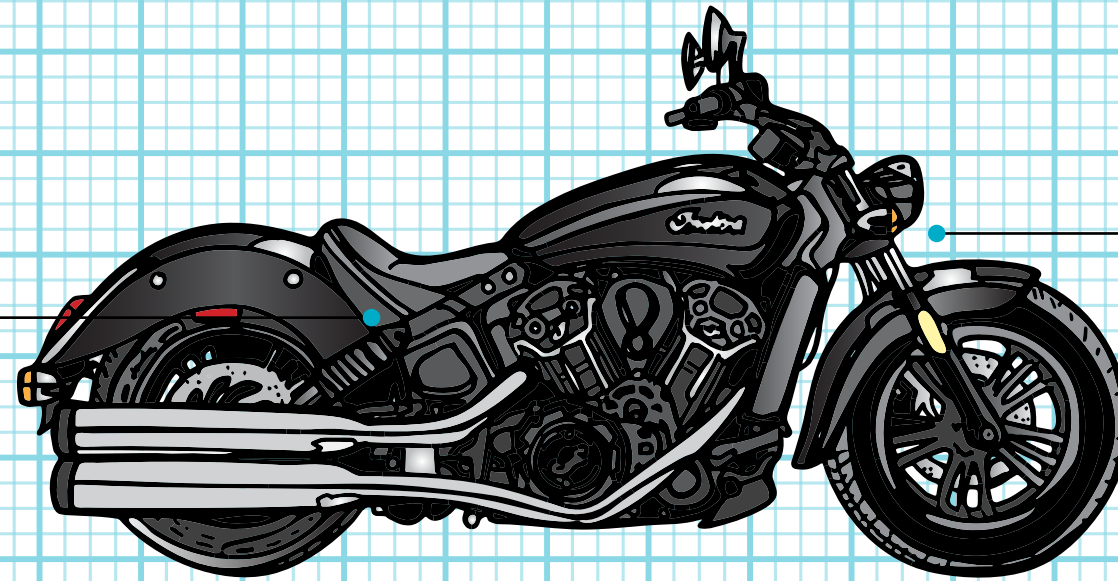
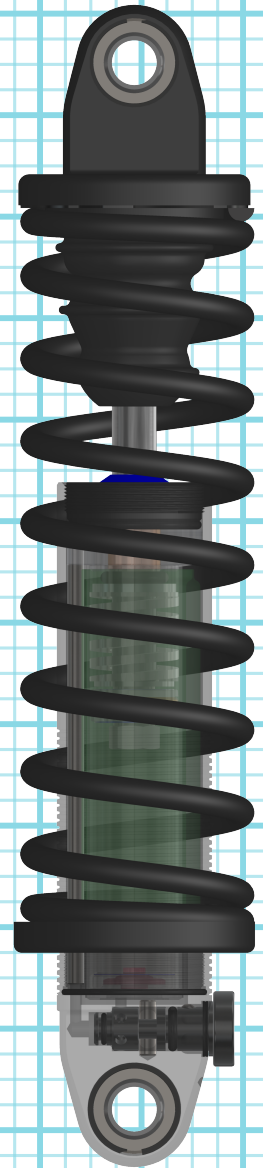
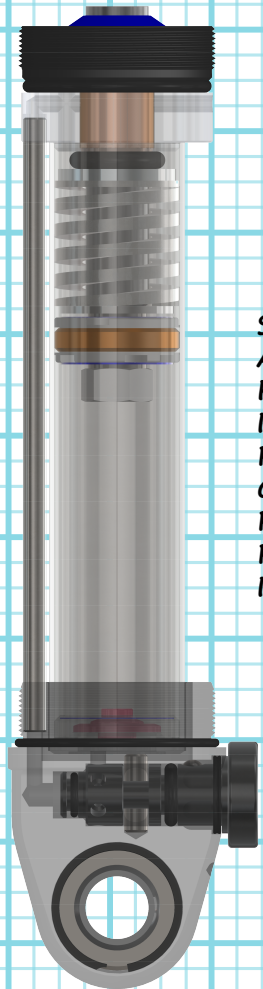


FIG.1.



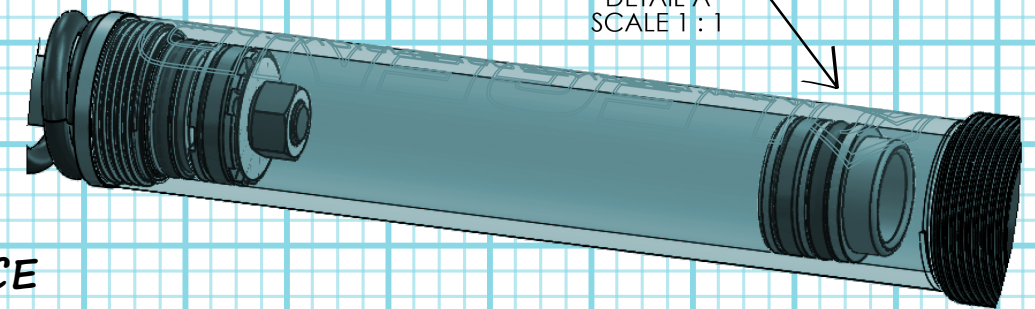
LEGEND'S TOURING SPECIFIC SPRING RATES PRODUCE SUPERIOR RIDE QUALITY AND PERFORMANCE

FIG.2.



SIX EXTERNAL KNOB ADJUSTMENTS ALLOW FINE-TUNING OF REBOUND FOR OPTIMUM PERFORMANCE FOR ANY GIVEN RIDER WEIGHT, PERSONAL RIDE QUALITY PREFERENCE, OR PERSONAL RIDING STYLE

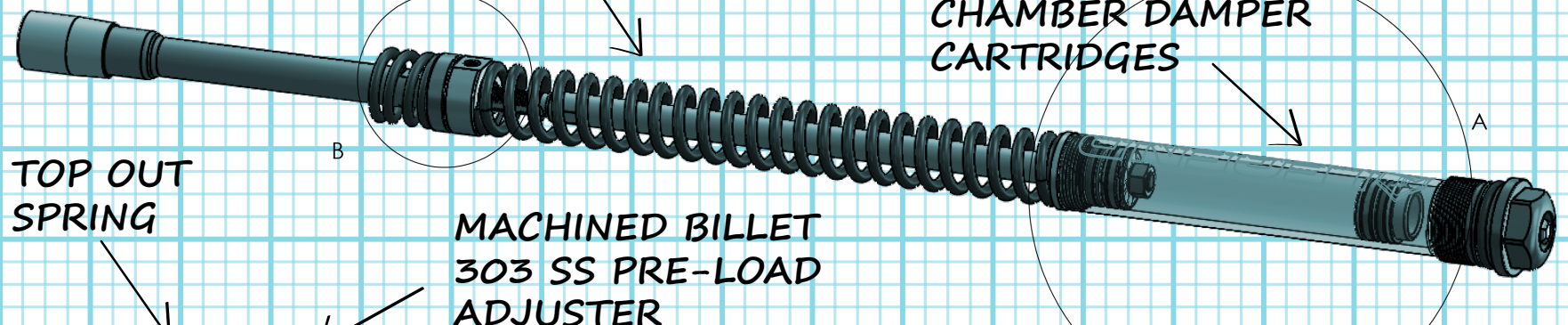
FIG.3.



FLOATING PISTON NITROGEN CHAMBER

DETAIL A
SCALE 1:1

HIGH PERFORMANCE SPRING RATE



TOP OUT SPRING

MACHINED BILLET 303 SS PRE-LOAD ADJUSTER

MONO-TUBE DUAL CHAMBER DAMPER CARTRIDGES

DETAIL B
SCALE 1:1