



INSTALLATION GUIDE
PARTS: 0414-0613

PRELOAD SETTING CHART

RUNNING WEIGHT IS TOTAL OF: RIDER + RUNNING GEAR	NUMBER OF TURNS
100-249 LBS	0
250-349 LBS	1
350-450 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.

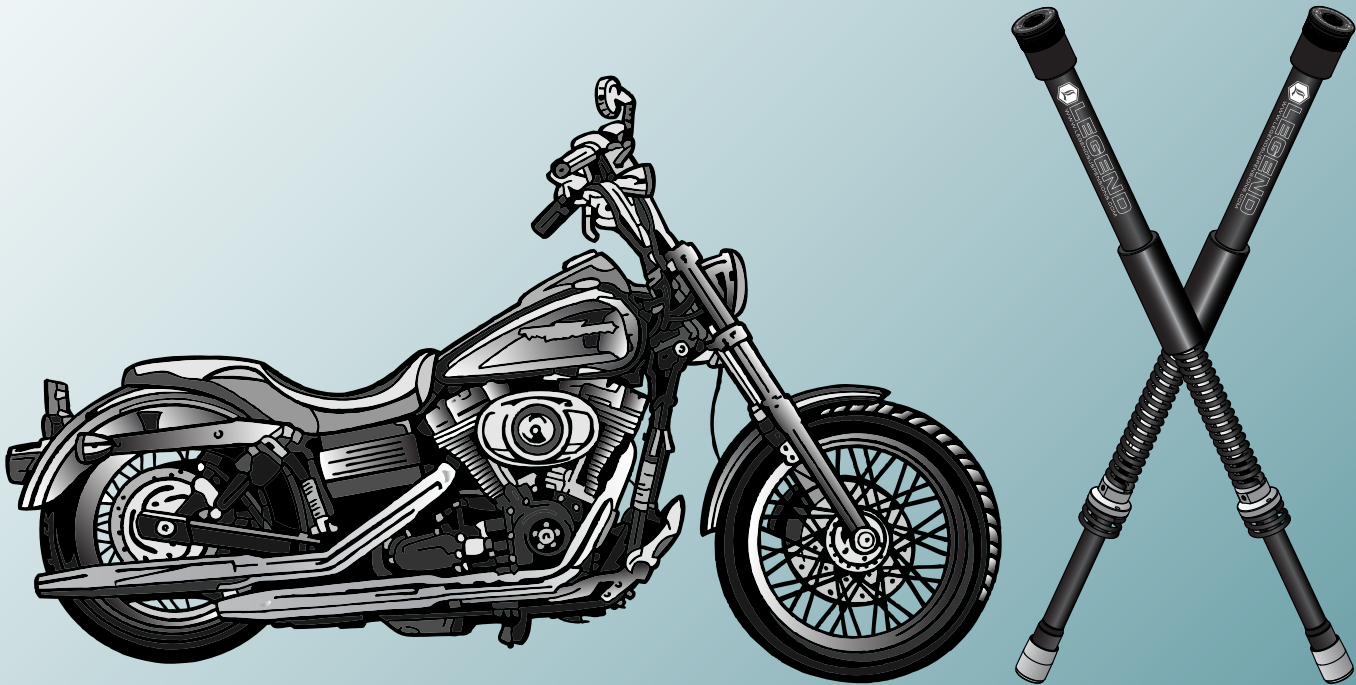
NOTE: These settings DO NOT change the gross vehicle weight of your motorcycle, see your owner's manual for this specification and understand these limits. These performance descriptions will help you choose a setting that will give you the ride quality, enhance steering, braking and traction at a level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



FITMENT:

0414-0613
2006-17 HARLEY-DAVIDSON
DYNA MODELS (49 MM)

WARNING: THIS KIT IS DESIGNED FOR +2 LIFT. NEW UPPER FORK TUBES WILL NEED TO BE PURCHASED FOR INSTALLATION. H-D PART #48862-10



OIL VOLUME CHART FOR AXEO DYNA

AXEO PART	TUBE SIZE	FITMENT	LENGTH	OZ OF OIL TO ADD
0414-0613	49MM	06+ DYNA	+2	14 OZ

English

Please visit www.legend suspensions.com for the translated version of this install guide in the following languages: French, German, Italian, and Spanish. Please choose your preferred language at the top of the page and then choose the product you purchased. The install guides are located on the bottom of the product page under Product Downloads.

Spanish

Visite www.legend suspensions.com para obtener la versión traducida de esta guía de instalación en los siguientes idiomas: francés, alemán, italiano y español. Elija su idioma de preferencia en la parte superior de la página y luego elija el producto que compró. Las guías de instalación se encuentran en la parte inferior de la página del producto, en la sección Descargas de productos.

German

Besuchen Sie bitte www.legend suspensions.com für die übersetzte Version dieser Installationsanleitung in den folgenden Sprachen: Französisch, Deutsch, Italienisch und Spanisch. Wählen Sie bitte oben auf der Seite Ihre bevorzugte Sprache und anschließend das von Ihnen gekaufte Produkt aus. Die Installationsanleitungen finden Sie am unteren Rand der Produktseite unter Produkt-Downloads.

French

Veillez visiter le site : www.legend suspensions.com pour la version traduite de ce guide d'installation dans les langues suivantes : français, allemand, italien et espagnol. Veuillez choisir votre langue préférée en haut de la page, puis choisissez le produit que vous avez acheté. Les guides d'installation sont disponibles au bas de la fiche produit sous Téléchargements de produits.

Italian

Prego consultare www.legend suspensions.com per la versione tradotta della presente guida di installazione nelle seguenti lingue: francese, tedesco, italiano, e spagnolo. Prego scegliere la lingua preferita in cima alla pagina e in seguito scegliere il prodotto acquistato. Le guide di installazione si trovano in fondo alla pagina di prodotto sotto Scaricamenti di Prodotti.



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



PROPERLY SUPPORT YOUR MOTORCYCLE PRIOR TO SUSPENSION INSTALLATION!

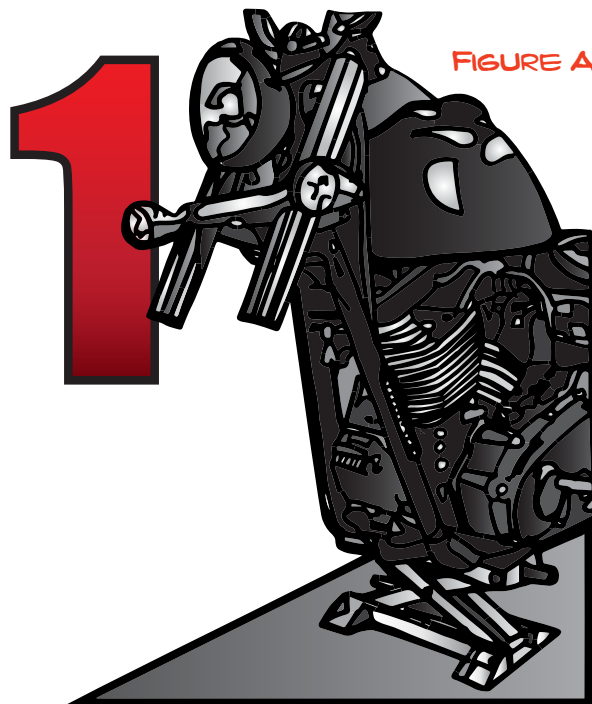


FIGURE A

STEP ONE: FORK REMOVAL

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

NOTE: OEM PART #45500118 (1) LOWER RETAINING BOLT NEEDED FOR LH FORK LEG FOR 16-17 DYNA LOWRIDER S MODELS.



FIGURE B

STEP TWO: DISASSEMBLY

- SECURE FORKS IN A FORK VICE OR SOFT CLAMP TO ELIMINATE SCRATCHING ON STANCHIONS (UPPER TUBES).
- USE AN IMPACT WRENCH TO REMOVE THE LOWER ALLEN BOLT. FIGURE B.
- LET THE OIL DRAIN OUT AND PUMP FORK SEVERAL TIMES TO REMOVE ALL ORIGINAL OIL.
- 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.
- DUMP ALL STOCK COMPONENTS OUT OF FORKS. FIGURE D.
- REMOVE THE SNAP RING. USE THE STANCHION AS A SLIDE HAMMER AND PULL FORK APART. CLEAN ALL COMPONENTS.

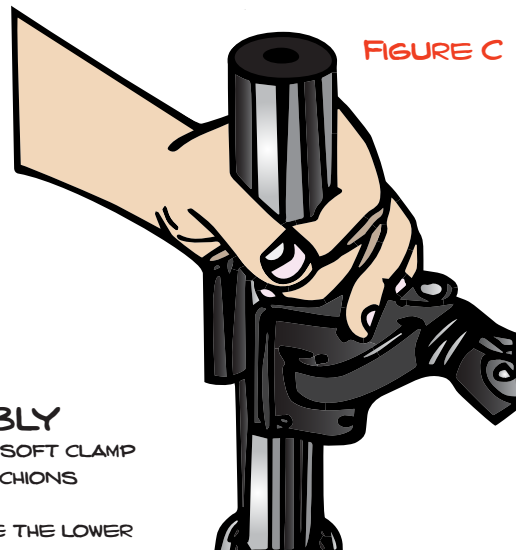


FIGURE C

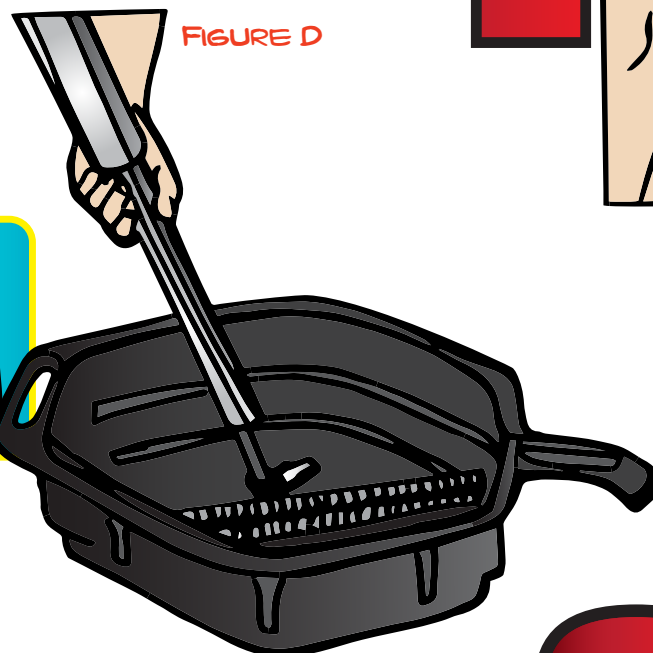


FIGURE D



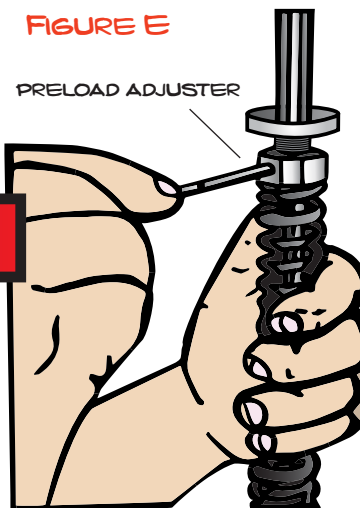
STEP THREE: CLEAN FORKS

- 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.
- BLOW ALL PARTS DRY WITH COMPRESSED AIR.



FIGURE E

PRELOAD ADJUSTER



STEP FOUR: SET PRELOAD FOR LEGEND CARTRIDGE

- REFER TO THE PRELOAD SETTING CHART (BASED ON RIDER AND GEAR WEIGHT) ON THE BACK COVER OF THIS INSTALL GUIDE.
- USE AN ALLEN WRENCH TO LOOSEN THE SET SCREW ON THE PRELOAD ADJUSTER. FIGURE E.
- 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."
- IMPORTANT: LINE THE SET SCREW UP WITH THE "FLAT" THAT IS MACHINED IN THE SHAFT, AND RE-TIGHTEN THE SET SCREW WHEN COMPLETE.**



STEP SEVEN: INSTALL FORKS

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

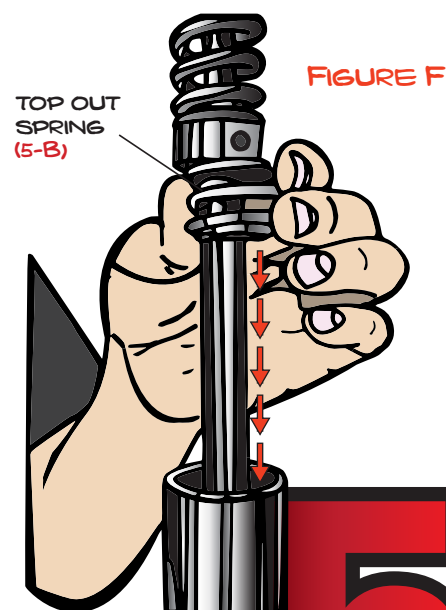
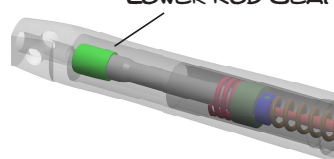


FIGURE F

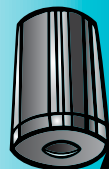
TOP OUT SPRING (5-B)

SEE NOTE H

LOWER ROD SEAT



2016-17 DYNA LOWRIDER S MODELS REQUIRE THE LOWER ROD SEAT PROVIDED TO BE USED IN THE LH FORK LEG.



STEP FIVE: INSTALL LEGEND CARTRIDGES

- INSTALL NEW BUSHINGS AND SEALS ON YOUR NEW .2 STANCHION TUBES. RE-ASSEMBLE INTO YOUR LOWERS USING OEM LOWER ROD SEATS (SEE NOTE H).
- 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).
- 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.
- WITH THE FORK FULLY COMPRESSED, LOWER THE CARTRIDGE INTO THE TUBE, MAKING SURE IT IS IN THE ALIGNMENT CUP.
- INSPECT THE COPPER WASHER FROM THE LOWER BOLT YOU REMOVED EARLIER. CLEAN WASHER AND MAKE SURE THERE ARE NO BLEMISHES.
- APPLY SMALL AMOUNT OF LOC-TITE TO THREADS OF LOWER BOLT AND INSTALL IT WITH COPPER WASHER.
- HOLD CARTRIDGE AND TIGHTEN BOLT TO 30 FT. LBS.

PARTS INCLUDED:

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

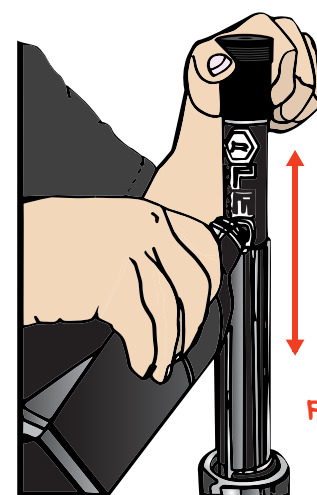


FIGURE G



STEP SIX: ADDING OIL AND BLEEDING

- 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.**
- 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.
- 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.
- SLIDE THE STANCHION UP AND THREAD ONTO THE FORK CAP.
- TIGHTEN THE FORK CAP TO 25 FT. LBS.

LEGEND

TECH



TECHNOLOGY
LEGEND AXEO

FIG.1.



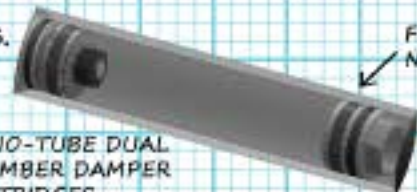
FIG.2.



2017+ MODELS
RETAIN DUAL BENDING
VALVE TECHNOLOGY

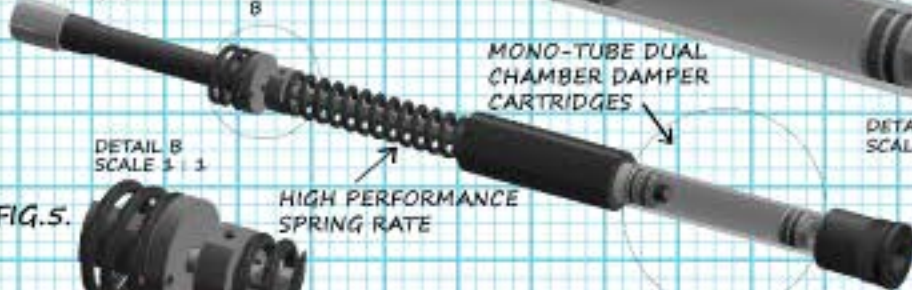
STANDARD OR
LOWERED LENGTHS

FIG.3.



FLOATING PISTON
NITROGEN CHAMBER

FIG.4.



MONO-TUBE DUAL
CHAMBER DAMPER
CARTRIDGES

DETAIL A
SCALE 1 : 1

FIG.5.

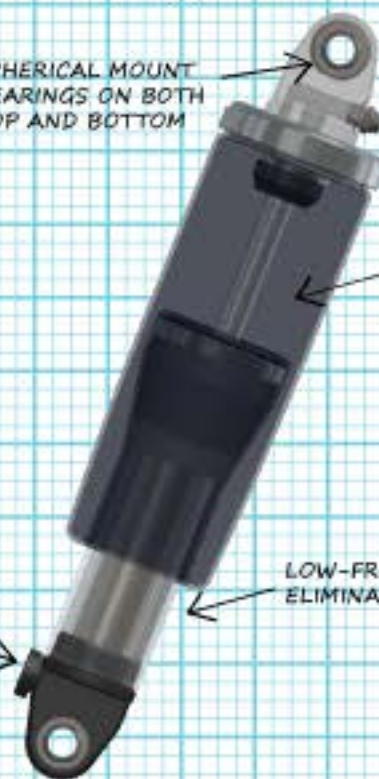


HIGH PERFORMANCE
SPRING RATE

MACHINED BILLET
303 SS PRE-LOAD
ADJUSTER

SPHERICAL MOUNT
BEARINGS ON BOTH
TOP AND BOTTOM

FIG.8.



EXCLUSIVE ARAMID
FIBER AIR SPRINGS
PROVIDE SPRING RATE
ADJUSTABILITY

LOW-FRICTION SEALS
ELIMINATE STICTION

TECHNOLOGY
LEGEND AIR

SIX EXTERNAL KNOB
ADJUSTMENTS ALLOW
RIDERS TO FINE TUNE
TO THEIR DESIRED
QUALITY OR PERSONAL
PREFERENCE

TECHNOLOGY
LEGEND REVO-A

FIG.6.



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

FIG.7.



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

TECHNOLOGY
LEGEND AIR-ST

FIG.9.

AIR SPRINGS MAXIMIZE
WHEEL TRAVEL AND
ADJUST TO ANY DESIRED
RIDE HEIGHT

HARD-ANODIZED
MACHINED ALUMINUM
BODIES

EXCLUSIVE ARAMID FIBER
AIR SPRING TECHNOLOGY
PROVIDES SPRING RATE
ADJUSTABILITY

HIGH FLOW PISTON
REACTS QUICKLY FOR
IMPROVED FLUID FLOW
MANAGEMENT

