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AR-25 Damper Rod Kit Installation Instructions

(1-25-2018)

DANGER! Fork springs are under very high pressure. Always observe proper shop safety techniques, follow manufacturers instructions and procedure for fork disassembly. Always wear safety glasses!

1. Loosen the upper triple clamp bolts.
2. Turn the handlebars to the left steering stop.
3. Loosen the fork cap SLIGHTLY.
4. Lift the front of the bike so that the wheel is in the air.
5. Remove the calipers.
6. Remove the wheel.
7. Remove the fender.
8. Remove the forks.
9. Grip the fork about four inches from the top in a work vise. Use aluminum jaws or plastic jaws, and use only as much pressure as is necessary to hold the fork securely.
10. Very carefully remove the fork cap NOTE – this can be dangerous on some models like Harley Davidson the springs have several inches of preload. Keep downward pressure on the cap while unscrewing it to prevent the spring and cap from shooting up at you, and causing injury.
11. Pour out the stock spacers, springs, and oil.
12. Hold the fork upside down in the vise, by a caliper mount, and remove the bottom bolt. Be careful not to round off the allen bolt hex head, this is especially true on bolts with 6mm hex. The damper rod and top out spring should now fall out.
13. Pry up the dust seal with a flat screwdriver.
14. Remove the clip over the oil seal.
15. “Slide Hammer” the tube and leg apart.
16. Clean all parts thoroughly with Contact Cleaner, inspect for wear, replace as necessary. It’s always recommended to use only OEM parts. Replace oil seals and dust seals at the same time for best results.
17. Make sure the tubes are straight. Pinch them together and hold them up to a light or roll them on a glass table. If you can see light between them, they are bent. If they have a crease in the metal where the lower triple clamp holds them, they are junk, and need to be replaced. If there is no crease Traxxion might be able to straighten them on a case by case basis.
18. On KYB forks and kits using FVK-TDR-S1 rods do not reinstall the hydraulic bottom out cone (on KYB forks it is the white or yellow plastic piece in the bottom of the forks or a cone shaped aluminum piece on Showa forks). Do re-use the bottom out cone on all H-D applications. If the rod fits into the bottom out cone then re-use it, if it doesn’t the bolt won’t reach the damper rod and you’ll have to remove the bottom out (this part is problematic on the KYB forks, it swells and starts “sticking” in the fork tube so the rod has been made in such a way that you have to remove the bottom out in order to install it).
19. Wipe the fork tube clean with WD-40, lightly lube the inside of the oil seal and dust seal with seal grease.
20. Lube the inside of the lower fork leg where the seals and bushings fit into with seal grease. Install the bushings and fork tube. Drive the bushings and oil seal into place with an appropriate seal driver.
21. Reinstall clip and dust seal. Stroke the fork tube to make sure this operates smoothly.

22. Remove the plastic piston band from the stock damper rod GENTLY, and install it onto the new Traxxion Damper Rod – if there are any notches on the band they will always face downwards (flat side always up).

23. Replace the stock top-out spring onto the Traxxion Rod unless the top out spring is provided with the kit and then insert the rod into the tube and push down into place.

24. Clean the loctite or sealant off the bottom bolt (never use loctite or sealant on this fastener) and tighten using hand tools, UNTIL THE BOLT DOES NOT WANT TO SPIN. If the bolt will not tighten by hand, re-clean the inside of the fork and the tip of the damper rod with contact cleaner. Try again to tighten by hand. If the bolt still will not tighten by hand and only then as a last resort should you LIGHTLY bump the bolt with an air gun. Then re-check by hand to see if the bolt is tight and does not want to spin. It is RARE that you will have to use an air gun.

25. While the forks are fully collapsed fill them with oil all the way up to the threads. Pump the tubes slowly up and down to bleed all of the air out. Set oil level with springs and spacers **OUT** and forks fully collapsed.

Recommended oil viscosity (Maxima Fork Oil):

Honda CBR 500 R - 20W (**125mm oil level**)

Honda CB 1100 (13-14) – 20W (**125mm oil level**)

Harley – Davidson 41mm forks - 7W (**120mm oil level**)

Harley – Davidson 49mm forks - 15W (**125mm oil level**)

Kawasaki EX 650R – 10W (**110mm oil level**)

Kawasaki Ninja 400 – 15W (**110mm oil level**)

Suzuki SV 650 (99-02) – 20W (**110mm oil level**)

Suzuki SV 650 (03-08) – 10W (**110mm oil level**)

Suzuki SV 650 (09) – 20W (**110mm oil level**)

Suzuki SV 650 (17) – 20W (**110mm oil level**)

SFV 650 Gladius – 20W (**110mm oil level**)

Triumph Thruxton / Bonneville – 15W (**110mm oil level**)

Triumph Scrambler - 10W to 15W (**110mm oil level**)

Yamaha FZ-07 – 10W to 15W (**110mm oil level**)

Yamaha R-3 – 15W (**110mm oil level**)

29. Extend the fork and hang it in the vise again. Install the Traxxion springs, washers and spacers (if spacer has holes in it install with holes up towards the fork cap) in the same order as stock parts, **NOTE: on some models the springs have one end tapered (smaller Ø) - preferred spring orientation is with the tapered end down towards the damper rod.**

30. Reinstall the fork caps. Tighten GENTLY. Only app. 6 ft-lbs of torque is required.

31. Reassembly of the bike is reverse of steps 1-8. Use factory recommended torque specifications on all fasteners.

32. Grab the front brake and push up and down on the fork to make sure it is working smoothly and not binding.

33. Go ride your new bike and have some fun!