

**Thanks for Ordering
The Kawasaki KLX Adjustable Lowering Kit
From**



READ THIS BEFORE UNPACKING YOUR KIT!

This instruction booklet contains detailed steps for installing the rear suspension lowering kit on your Kawasaki KLX Dual Purpose motorcycle. Please pay careful attention to the instructions regarding the disassembly and re-assembly of your motorcycle. If you have any questions concerning installation of your new Scootworks KLX Adjustable Lowering kit, please contact us via e-mail at support@scootworks.com. This will ensure you receive the most prompt and accurate reply.

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Instructions for Installing the Scootworks Adjustable Lowering Kit on Kawasaki KLX Dual Purpose Motorcycles

Tools Needed:

- 17mm socket/ratchet
- 14mm wrench

The installation of the **Scootworks KLX Adjustable Lowering Kit** consists primarily of replacing the rear suspension tie rods and adjusting the front suspension. However, Scootworks wanted to assist you as much as possible with the installation process, and developed this instruction package. If there are any steps you feel need improvement in instructions, please email support@scootworks.com and specify the area you are having trouble with.

UNPACKING

The shipping container and contents must be inspected by the purchaser for damage to goods immediately upon receipt of goods, and a claim must be filed with the carrier if damage is discovered. The purchaser must contact Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions.

Your Scootworks KLX Lowering Kit will come packed with two tie rods with multiple holes in one end, a pair bolts and these printed instructions. Unpack the new tie rod assembly, and insure that there are two tie rods and two bolts shipped to you. Both tie rods will have the letter “L” embossed into one the side of the part.

PREFACE

The KLX Series of motorcycles by Kawasaki are very versatile machines, capable of on and off road use. For off road use, they have a tremendous amount of ground clearance. Few riders actually need this much clearance for occasional off road operation, and rather prefer the bike to be a little lower to accommodate

shorter riders by improving manageability in slow speed maneuvers and while starting and stopping the motorcycle. Hence the design of the KLX lowering kits by Scootworks.

BEGIN INSTALLATION

1. Begin this modification by raising the frame of the motorcycle enough so the rear wheel is above the floor, and the tire rotates freely. We use our Scootworks SuperLift or SuperLift II. The Superlift is my favorite, and we manufacture and sell these at ScootWorks.com . Many users have reported using a hydraulic floor jack to lift the bike while having the bike stabilized by another person. Once lifted, jack stands can be placed under the engine cradle (not in contact with the swing arm!) to support the bike securely. Place the transmission in 1st gear, to prevent tire rotation in the following steps. It is recommended to use a small floor jack placed below the rear tire, to take a slight amount of weight from the rear suspension and make removal of fasteners easier. This can also be done by using two people, where one person is responsible to managing the weight of the rear suspension, once unbolted in the following steps..

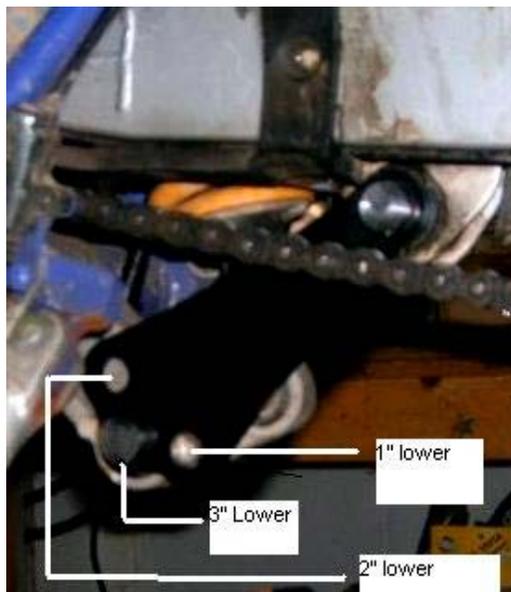
2. Next, locate the OEM tie rods

Notice that there is a tie rod on each side of the motorcycle. These tie rods are secured by two long bolts that pass first through the LH tie rod, then through the suspension, and finally held in place by two 17mm nuts on the RH side. Loosen these two bolts, and prepare them for removal. It helps to raise the rear tire just slightly with a jack or by a helper, to take the load off of these bolts.

3. Remove the nuts from the tie rods, (set aside to be reused) keep the weight off of the rear wheel, and remove the upper and lower bolts from the tie rods. The rods are easily removed at this point. The factory tie rods and bolts will not be reused.



Before we move onward through the process, let's become familiar with the new tie rods, and what the various holes are for. Both tie rods have the letter "L" stamped into one side. This side should always face LEFT (toward the kickstand side of the bike) when installed. When looking at the tie rods, you'll see three holes, located different distances from the opposite end. The Hole farthest away from the opposite end is for lowering of 3", while the hole located nearest to the opposite end is for 1" lowering.



4. Select the amount of lowering you desire, and replace the tie rods with the new Scootworks tie rods in your kit. Install the tie rods with letter "L" facing LEFT as described above, and the end with three holes facing down. Install the supplied bolts from the LH side, through the LH tie rod, through the suspension, and through the RH tie rod. Secure them with the original nuts. Here is a picture of the kit in the 3" lower setting.



5. Lower the rear of the bike and remove the frame from the lift or jack stands. The rear lowering is completed. Sit on the motorcycle and determine if you've lowered it to a satisfactory level.

6. Check your chain tension before riding! Lowering the bike will change the chain tension, so be sure to check and adjust this as necessary, per your normal procedure.

Congratulations!!!!

Your Scootworks KLX Lowering Kit is now installed. The following information is supplied as a supplement, to allow you to complete the job of lowering your bike that you've begun by using this Quality Scootworks product.

Tips for setup and use of your lowering kit

BE SURE to read the FAQ at the end of this document, for tips, warnings, and adjustments for your new lowering kit!

Lowering the Front of your KLX-series Motorcycle

Why lower the front?? Don't mistake this to suggest that you must lower the front when you lower the rear, because you don't! The look of a bike with a lowered rear has intrigued riders ever since there have been motorcycles. However, there are other reasons for lowering the front end, and I'll attempt to explain them...

Maintaining the OEM (stock) geometry... The manufacturer designed your bike a certain amount of "rake" (the measurement of the angle of your front end with respect to the rest of the bike). Varying the rake changes the handling characteristics of your motorcycle. If you like the way it handled in its stock condition, you may

want to maintain the original geometry, and lowering the front will allow you to do so.

Additionally reducing the overall height of the bike... Lowering only the rear of the bike will provide you with about 1/2 the reduction in rider height that lowering both front and rear can yield. If you have

a problem with "flat-footing" your bike at stops, lowering the front will allow you to better reach the ground.

Those who are "vertically challenged" benefit from this mod.

Reducing "trail" to reduce strength needed for slow maneuvers... "Trail" is a illusive term, that often gets

tossed around incorrectly. If you draw an imaginary line straight down through the steering head pivot to the

ground, then measure backwards to the point where the tire contacts the ground, you'll have a measurement of "trail". The smaller the trail, the lesser the amount of upper body strength that is required to handle the bike at low speeds and when stopped. Smaller riders absolutely benefit from a reduction in trail. The Vulcans come from the manufacturer set up a bit "nose high", that is, the front of the bike is actually a bit higher than the rear.

While this looks great, it may not be the best thing for a smaller rider.

Lowering the center of gravity... This is another advantage welcomed by smaller riders, as well as riders with less upper body strength. The lower the center of gravity, the "lighter" the bike will feel to the rider at slow speeds and when stopped.

Having said all of this, it's now obvious why all of the items mentioned above are desirable to smaller riders. It allows for the "taming" of a larger and heavier bike than might be normally ridden by the smaller and/or vertically challenged rider.

Ok...ready to start? On the KLX's, this is an easy task!

Lowering the front!

Examine the upper and lower triple clamps that secure the front forks. Just behind the front fairing, you'll notice the pinch bolts that hold the fork tubes in position in the triple clamps. Loosen these bolts, and slide the forks up through the triple clamps 1", tighten, and test the bike height again. Continue with this adjustment until a satisfactory height for the rider has been obtained, but **DO NOT** exceed the amount of the rear lowering kit. Example: If you installed the 2" KLX lowering kit in the rear, do not lower the front by more than 2". If you installed the 3" KLX lowering kit in the rear, do not lower the front by more than 3". Wow, that was easy!

We're almost finished...

The only thing left to do, after a radical lowering job, is to correct the kickstand angle and or length. Most often, lowering the entire bike 2", or the rear down to 3", doesn't require modification to the kickstand.

However, there are many variables, and you must test this on your individual application. Don't worry, this is an easy task and can be handled by many individuals at home, or at most small machine and/or sheet metal shops.

A simple method to alter the length of the stand is to remove it, take it to a local welding shop, cut 1" off of the

bottom, and replace the foot. This takes about 15 minutes, and I've altered many kickstands with this method successfully, and never had a failure.

Again, there are many variables associated with kickstand length, and you should test your specific installation and determine if it needs *any* modifications, first!

FAQ's for your new Lowering Kit!

Question- Will this lowering kit work on any KLX?

Answer- Yes

Question- Will this lowering kit work on my bike? I've heard some say they had great results, while others mentioned various problems.

Answer- There lots of these lowering kits in the field, in successful operation. I've installed many such kits in my immediate area, as well as worked with a lot of people over the phone or via email to assist them with "dialing in" their setup. An example of how the variables outlined below can stack up in your favor (or against), is where I've helped several folks additionally shorten their shock clevis and/or swap to a different shock for even more lowering.

There are many variables at play when lowering a motorcycle, including variations in locations of welds/pivots on the swing arm and lower suspension. Considering such, a single solution won't work for everyone. Other variables such as combined bike and rider weight, variations in damping rate of the rear shock affecting shock performance, variations in the preload spring's compression value, etc. Many people lower their KLX's waayyy down with no problems (some at 4+"), while a few have problems when lowered below 2". When lowering a bike, one must deal with these variables on a case by case basis. This isn't a difficult task, but sometimes it does require a bit of patience to find the maximum lowering your bike can be operated at successfully.

Question- Will weight of the bike or rider impact the performance of the lowering kit??

Answer- Weight: If your total rider weights are 375 lbs. or more, or have a heavily loaded bike, set your shock preload to the highest setting. This is the setting that compresses the spring the most. If you weigh more, or ride 2-up a lot, you may want to run with less lowering.

Question- I seem to be "bottoming out" on hard bumps.

Answer- Be sure to read this FAQ for the lowering kit completely, and make adjustments to your particular setup accordingly.

Question- When I lowered the bike 3" in front and rear, I have problems with my kickstand being too long.

Answer- This is a situation that must be dealt with on a case-by-case basis, as some riders report no problems, while others find the need to modify their kickstands. This is common in all motorcycles that have been lowered, and is easy to correct. A simple method to alter the length of the stand is to remove it, take it to a local welding shop, cut 1" off of the bottom, and replace the foot. This takes about 15 minutes, and I've altered many kickstands with this method successfully, and never had a failure.

Question- Will lowering my motorcycle make it ride "hard" or "stiff"?

Answer- Specifically, lowering the bike doesn't change the ride. Altering the shock preload (stiffness) will change the ride quality a bit, but not necessarily in a negative manner. Many riders discover, while lowering their motorcycle, their rear shock was still set at the factory setting (position #1, for a 140 lb. rider!). Setting the shock too soft can have a negative effect on the ride, and many customers report their ride quality improving after installing the lowering kit as a result.

You're finished!

Now that you're finished, enjoy the lowered look and feel of your bike. While the kickstand and/or front lowering procedures may not be required in your application, Scootworks wanted to provide you with the best tools and information possible, to help insure the success of your project. In the event of any questions, feel free to email us at support@scootworks.com . I check this address daily, and will try to answer all questions as promptly as possible. - D. H.