

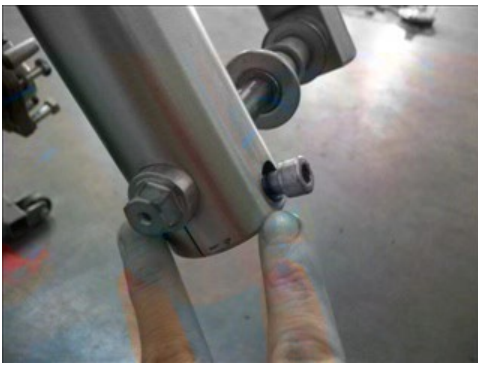
SUZUKI S40/SAVAGE FORK LOWERING GUIDE

[The CS-1 installation guides should be used as supplements to the videos found on our [Youtube Channel](#). There is no strict order to the build process, but it is highly recommended that you read through all of the [guides](#) and watch all the videos before beginning your project. The Clymer manual for the Suzuki S40/Savage is also a good reference, and can be used in the future for service and maintenance. Another great resource is the [Suzuki Savage forum](#).]

This guide covers the front fork lowering process. The fork lowering video can be found [here](#).

A basic motorcycle lift is highly recommended for the tear down and build process. **Drain the fuel and disconnect the battery before disassembly.**

Remove the allen screw from the forks (front, right side):



Remove the front axle and spacers from the fork tubes:



Lift the front end and pull the front wheel out.

Loosen the four bolts on the front fender and remove the fender.

Loosen and remove the two brake caliper bolts and remove the caliper:



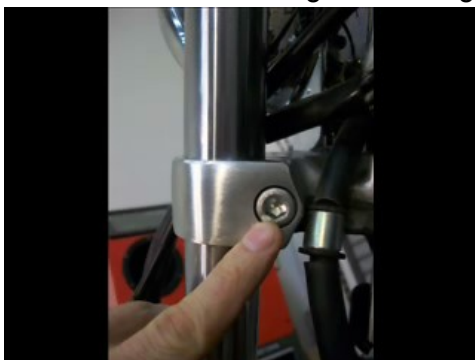
The caliper can hang off to the side if you don't want to remove the entire brake line. Loosen the two large bolts of the top triple tree. A 1-1/16" standard wrench will work if you don't have a metric wrench large enough:



Remove the top hex caps. You can leave the spacers in for now:



Loosen the bolts holding the turn signals and the lower triple tree allen bolts:



Remove the fork tubes from the triple trees. Have a drain pan nearby and drain the fork oil from the tubes.

Remove the spacers, washers, and fork springs from the fork tubes:



Insert the damper rod removal tool inside the fork tube and twist it until it locks into place. Remove the allen bolt on the bottom of the fork tube using the tool to keep the damper rod from spinning. You can use a pair of vise grips on the end of the tool:



Remove the damper rod and rebound spring.

Slide the 2 inch aluminum spacer supplied with the kit over the damper rod and then re-install the rebound spring. The spacers go on top:



Slide the damper rod assembly into the fork tube. Use the damper rod removal tool to hold the damper rod in place while you tighten the allen bolt on the bottom of the fork.

Insert the fork springs, washers, and spacers in the fork tubes (the tightly wound section of the springs go on top):



Slide the fork tubes back into the triple trees. **Make sure to install the turn signals and clip-ons at this point.**

Tighten the lower triple tree allen bolt.

Compress the fork tubes fully and fill the tubes to the top with fork oil (15 ounces). You can also use ATF.

With the fork tubes fully extended, push the spacers down inside the fork tubes. Tighten the top hex caps. **Be careful -- the top caps can shoot out of the fork tubes with great force under the pressure of the springs. It's much easier with an assistant:**



Install the front wheel, axle, and brake caliper.