



2025 RR X-Pro Lowering Kit Instructions

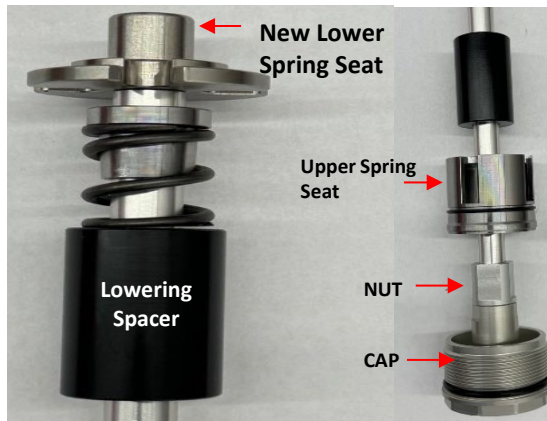
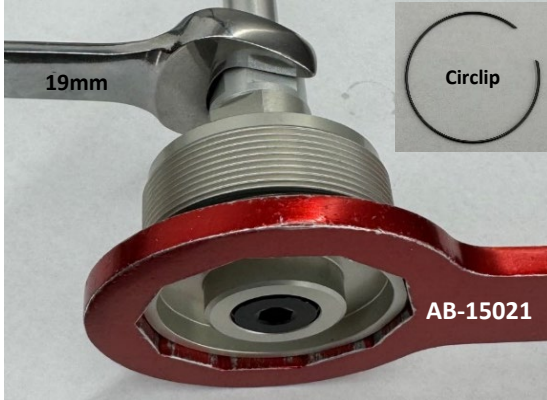
Part# AB-41127 (-1")/AB-41128 (-2")

Fits: 2025+ RR X-Pro

**All fork/shock lowering to be performed by a qualified tech or Beta suspension specialist.*

Sachs SHC Fork Tools: (AB-15021) Sachs fork cap hex wrench, 19mm open end wrench, 27mm socket (AB-15062), Liqui Moly 5 wt. fork oil, ratio rite / beaker, 45-degree pick, contact cleaner, red loc-tite.

Fork Setup



1. Unthread (RH – spring side) Sachs SHC fork cap from outer fork tube using the necessary tools outlined above, review the suspension manual if needed.
2. Push down on the cartridge rod assembly to compress the fork spring and access to a hidden thin wire circlip above the upper steel spring seat.
3. Remove the thin wire cir-clip using a 45-degree pick and remove the cartridge rod assembly from external.
4. Install a 19mm open end wrench on the cartridge rod jam nut and the hex wrench on the fork cap. Unthread aluminum jam nut away from cap and remove upper steel spring seat and **DISCARD** white plastic nylon washer and lower steel spring seat that will not be reused.
5. Install **new** lower steel spring seat and lowering spacer, and upper steel spring seat onto the cartridge rod. Then install jam nut and fork cap. (reference photo for orientation).
6. Remove fork spring and fluid from outer fork external. **Note:** 2 black plastic washers are located at the bottom and must be retained to eliminate the fork spring from rubbing on the aluminum surface. Install new lowered fork spring and add fork fluid. (use reference guide provided)
7. Re-install cartridge rod assembly and circlip.

Recommended fork fluid (5wt.) volume capacity RANGE:

- **-1" Lowering = 700 cc – 715 cc – 730 cc**
- **-2" Lowering = 695cc – 710 cc – 725 cc**

Lowering Instructions Sachs X-Pro Rear Shock:

Sachs Rear Shock Tools: 17mm wrench, zip tie, contact cleaner, red loc-tite, Liqui Moly shock fluid 2.5/3wt., red loc-tite, pick, reservoir cap puller, spring spanner wrench, standard screwdriver, nitrogen pressure gauge, nitrogen, torque wrench & bench vise.

Shock Setup



1. Disassemble the Sachs rear shock using the necessary tools outlined above, review the suspension manual if needed.
2. First, use a 17mm wrench to remove the shaft nut. Second, using a zip tie, put it through the inside of the rebound valve shims, valve piston, compression valve shims and case guide stop plate with top out spring, so the configuration isn't lost.
3. The OEM stop plate and top out spring will NOT be used, install the new "steel" lowering spacer onto the shock shaft.
4. Cut the zip tie with the valving components and install the compression valve shims on top of the steel lowering spacer **WITHOUT** the steel washer(s) (2.0mm X 24 O.D) in (photo #1).
5. Install the valve piston (photo) onto the shaft with the smaller ports facing upward.
6. Place the rebound valve shims onto the shaft with the remaining steel washers on top.
7. The steel washer(s) (2.0mm X 24 O.D) removed from the compression valve stack will now be **INSTALLED** on the top of the rebound valving with the other identical steel washers. This will provide the proper spacing for the valving on the shaft.
8. Assure the shaft lock nut and shaft threads are clean and dry by using contact cleaner and compressed air.
9. Apply red loc-tite to the shaft lock nut and install onto the shaft. Torque to 17 ft. lbs. with a torque wrench.