



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.

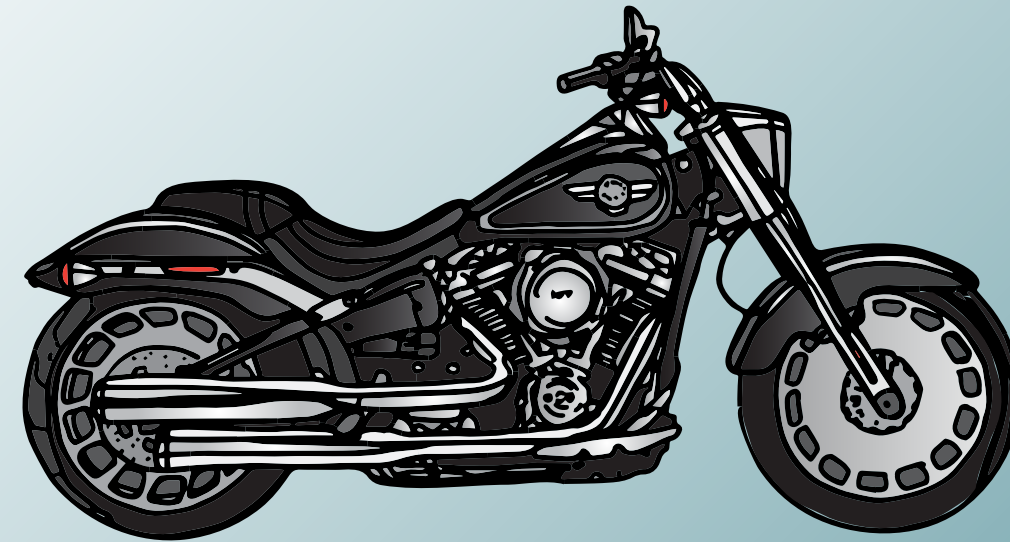
This preference interpretation can be applied to all weight ranges.

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:
0414-0546
2018-22 HARLEY-DAVIDSON
M8 SOFTAIL MODELS (49 MM)

NOTE: LEGEND SUSPENSIONS RECOMMENDS THE USE OF THE FOLLOWING FORK OILS: SCREAMIN' EAGLE HEAVY, MAXIMA 20W V-TWIN, OR AN EQUIVALENT 20W FORK OIL



OIL VOLUME CHART FOR AXEO M8 SOFTAIL

NOTE: LEGEND SUSPENSIONS RECOMMENDS THE USE OF THE FOLLOWING FORK OILS: SCREAMIN' EAGLE HEAVY, MAXIMA 20W V-TWIN, OR AN EQUIVALENT 20W FORK OIL

AXEO PART	TUBE SIZE	FITMENT	LENGTH	OZ OF OIL TO ADD
0414-0546	49MM	2018-22 M8 SOFTAIL	STD.	12.5 OZ

English

Please visit www.legendsuspensions.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.

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German

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Italian

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

WARNING PROPERLY SUPPORT YOUR MOTORCYCLE PRIOR TO SUSPENSION INSTALLATION!



FIGURE A

STEP ONE: FORK REMOVAL

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



FIGURE B

STEP TWO: DISASSEMBLY

- A. SECURE FORKS IN A FORK VICE OR SOFT CLAMP TO ELIMINATE SCRATCHING ON STANCHIONS (UPPER TUBES).
- B. USE AN IMPACT WRENCH TO REMOVE THE LOWER ALLEN BOLT. FIGURE B.
- C. LET THE OIL DRAIN OUT AND PUMP FORK SEVERAL TIMES TO REMOVE ALL ORIGINAL OIL.
- D. 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.
- E. DUMP ALL STOCK COMPONENTS OUT OF FORKS. FIGURE D. **NOTE: SPLITTING OF THE LOWER SLIDER AND STANCHION TUBE IS UNNECESSARY UNLESS YOU WISH TO REPLACE YOUR FORK SEALS AND BUSHINGS AT THIS TIME (HIGHLY RECOMMENDED)**
- F. IF SO, REMOVE THE SNAP RING. USE THE STANCHION AS A SLIDE HAMMER AND PULL FORK PART. CLEAN YOUR FORKS AND REPLACING YOUR SEALS AND BUSHINGS IS HIGHLY RECOMMENDED.



FIGURE C

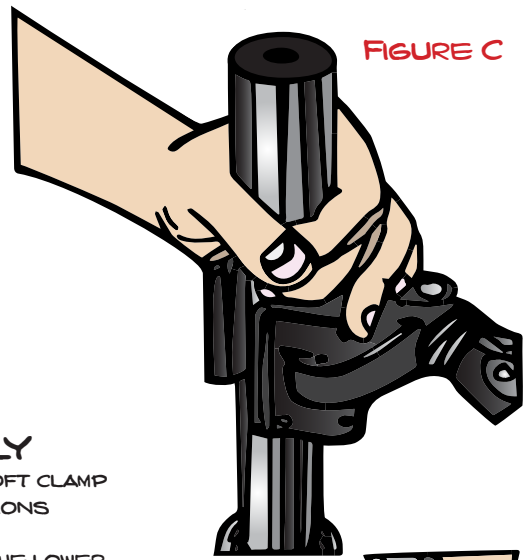
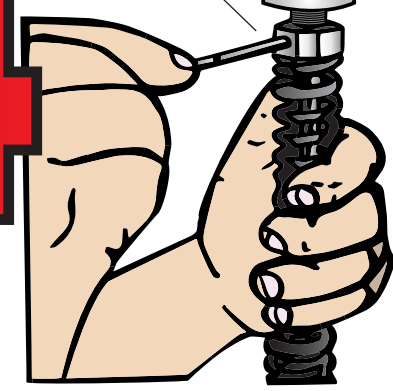


FIGURE D



FIGURE E

PRELOAD ADJUSTER



STEP FOUR: SET PRELOAD FOR LEGEND CARTRIDGE

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

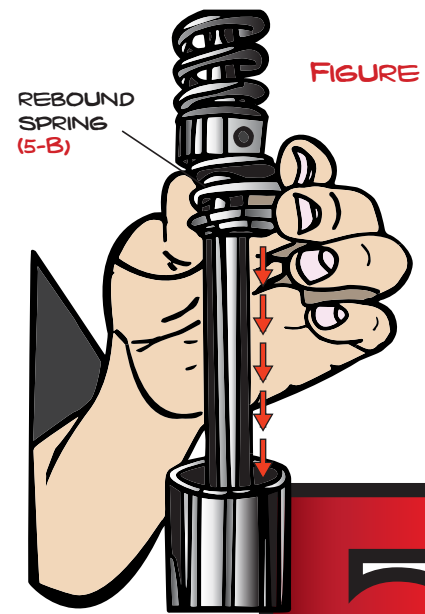


FIGURE F

REBOUND SPRING (5-B)

SEE STEP 2: E NOTE

OIL LOCK PIECE 0414-0546: CUSTOMER RE-USES OEM OIL LOCK PIECES, BOLTS, AND COPPER WASHERS

STEP FIVE: INSTALL LEGEND CARTRIDGES

- A. MAKE SURE THE OIL LOCK PIECE 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.)
- B. MAKE SURE STOCK REBOUND SPRINGS ARE REMOVED. THEN DROP THE PROVIDED REBOUND SPRINGS INTO THE TOP OF TUBE AND MAKE SURE THEY ARE ALIGNED IN THE BOTTOM OF THE STANCHION. FIGURE F.
- C. WITH THE FORK FULLY COMPRESSED, LOWER THE CARTRIDGE INTO THE TUBE, MAKING SURE IT IS SEATED IN THE OIL LOCK PIECE
- D. INSPECT THE COPPER WASHER FROM THE LOWER BOLT YOU REMOVED EARLIER. CLEAN WASHER AND MAKE SURE THERE ARE NO BLEMISHES.
- E. APPLY SMALL AMOUNT OF BLUE LOC-TITE TO THREADS OF LOWER BOLT AND INSTALL IT WITH COPPER WASHER
- F. HOLD CARTRIDGE AND TIGHTEN BOLT TO 30 FT. LBS.

PARTS INCLUDED:
 (2) - AXEO CARTRIDGES
 (2) - REBOUND SPRINGS

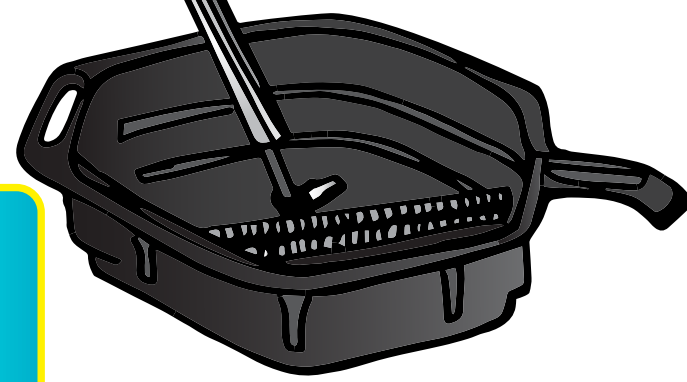


FIGURE G

STEP SIX: ADDING OIL AND BLEEDING

- A. REFER TO THE OIL VOLUME CHART ON THE BACK COVER OF THIS INSTALL GUIDE FOR THE TYPE AND AMOUNT OF OIL TO ADD PER FORK. **IMPORTANT: THE AMOUNT OF OIL ADDED INSURES THE HYDRAULIC BUMP STOP WILL FUNCTION.**
- B. 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.
- C. 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.
- D. AFTER BLEEDING THE FORKS, SLIDE THE STANCHION UP AND THREAD ONTO THE FORK CAP.
- E. TIGHTEN THE FORK CAP TO 25 FT. LBS.



STEP SEVEN: INSTALL FORKS

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