



Suspension Removal & Reinstall Guide

Everything you need to pull your fork and shock for service, and put it all back together.

	Removal	Reinstall
Front Fork	20–30 min	25–35 min
Rear Shock	15–20 min	15–25 min

Pulling your fork and shock is easier than most riders expect. If you can change a tire, you can do this. You don't need a service manual, special tools, or any prior mechanical experience. Everything here is basic hand tools and common sense.

What You'll Need

- Bike stand or lift that supports the frame (not just a kickstand)
- Socket set (metric, 8mm–22mm covers most bikes)
- Torque wrench
- Allen key / hex set (metric)
- Rubber mallet or dead blow hammer
- Zip-lock bags and a marker for hardware
- Shop towels
- Drain pan for residual fork oil
- Blue threadlocker (Loctite 243) for reassembly

Safety Tips

- **Support the bike properly.** A frame stand or center lift is ideal. The bike needs to be stable with the wheels off the ground — don't rely on a kickstand or a stack of wood.
- **Wear safety glasses.** Fork oil and debris will find your eyes.
- **Work on a flat, hard surface.** Gravel and grass invite the bike to shift.
- **Take photos before you disconnect anything.** Multiple angles. This is your reassembly cheat sheet.

- **Bag and label every bolt, nut, and spacer.** Suspension hardware is side-specific. Keep it organized and keep it with the bike.

Removing the Front Fork

Estimated time: 20–30 minutes

Dirt bike riders: Step 4 is usually not applicable to you — most dirt bikes don't have ABS sensors or electronic suspension. Your removal is even quicker.

- 1. Get the Front End Off the Ground.** Lift the bike so the front wheel hangs free. If you're using a front stand, make sure the rear is also secured so nothing tips.
- 2. Remove the Front Wheel.** Loosen the axle pinch bolts, pull the axle, and lower the wheel out. Set the axle and any spacers aside in a labeled bag.
- 3. Unbolt the Brake Caliper and Fender.** Remove the brake caliper from the fork leg and hang it from the frame with a zip tie — don't let it dangle by the brake line. Pull the fender.
- 4. Remove Fork Guards and Disconnect Sensors.** Pull any fork guards. On adventure bikes with ABS or electronic suspension, disconnect sensor wiring at the fork and photograph the connector routing before you unplug it.
- 5. Loosen the Triple Clamp Pinch Bolts.** Loosen the upper triple clamp bolts first, then the lower. Don't fully remove them — just break them loose.
- 6. Slide the Fork Legs Out.** Support the fork leg from below with one hand and slide it downward out of the clamps. If it's stuck, a light tap on the top with a rubber mallet will break it free. Never hit fork tubes with a metal hammer. Repeat for the second leg.

■ Before Packing for Shipment

If your forks have aftermarket air push bleeders installed, remove them and reinstall the OEM bleeder valves before shipping. This prevents oil from leaking during transit.

Done. Set both legs upright on a clean surface.

Removing the Rear Shock

Estimated time: 15–20 minutes

The rear wheel stays on for this — you're only removing the shock itself. On most dirt bikes, this is as simple as two bolts and the shock slides out.

- 1. Unload the Rear Suspension.** Get the rear wheel off the ground so the suspension is fully extended and unloaded. This takes the tension off the mounting bolts.
- 2. Clear Access.** Depending on your bike, you may need to remove the seat, side panels, or loosen the exhaust to reach the shock mounts. On bikes with electronic suspension, disconnect the shock wiring harness.

- 3. Remove the Bottom Mounting Bolt.** Support the shock body and remove the lower bolt. On linkage bikes, this is typically the bolt connecting the shock to the rocker or bell crank. Bag any spacers or bushings — they're side-specific.
- 4. Remove the Top Mounting Bolt.** With the bottom free, pull the upper bolt and guide the shock out. It's heavier than it looks, especially on adventure bikes with piggyback reservoirs.

Leave the linkage on the bike. We only need the shock itself — no dog bones, no rocker arms.

Reinstalling the Front Fork

Estimated time: 25–35 minutes

Reverse the fork removal steps. Your disassembly photos are your best reference.

- 1. Slide Each Fork Leg Into the Clamps.** Insert each fork leg up through the lower and upper triple clamps. Set the fork height to your preferred position or factory spec before tightening.
- 2. Tighten the Triple Clamp Bolts.** Tighten the lower triple clamp pinch bolts first, then the upper.
- 3. Reinstall the Fender, Guards, and Sensors.** Reinstall the fender, fork guards, and any sensor wiring you disconnected.
- 4. Remount the Brake Caliper.** Remount the brake caliper and confirm it's seated properly.
- 5. Reinstall the Front Wheel.** Reinstall the front wheel, axle, and spacers. Tighten the axle nut and pinch bolts.
- 6. Torque to Spec.** Torque everything to spec. Check your owner's manual — don't guess on triple clamp bolts or axle pinch bolts.
- 7. Apply Threadlocker.** Use fresh blue threadlocker on axle pinch bolts and triple clamp bolts per your manual.
- 8. Confirm Your Brakes.** Confirm your front brake works before you ride. Squeeze the lever and make sure the pads engage.

Reinstalling the Rear Shock

Estimated time: 15–25 minutes

Reverse the shock removal steps.

- 1. Insert the Upper Bolt First.** Guide the shock back into position and insert the upper mounting bolt first — it's easier to align the bottom with the top secured.
- 2. Install the Lower Bolt.** Install the lower mounting bolt. Reinstall any spacers or bushings exactly as they came off — your labeled bags and photos make this simple.
- 3. Reconnect Wiring.** Reconnect any electronic suspension wiring you disconnected.
- 4. Reinstall Panels and Exhaust.** Reinstall the seat, side panels, and any exhaust components you loosened.
- 5. Torque to Spec.** Torque both mounting bolts to spec. Check your owner's manual.

6. Set Your Baseline. Set your sag and clickers to the baseline settings provided with your service before your first ride.

7. Ride and Fine-Tune. Your first ride is a shakedown. Adjustments from there are normal and expected.

Questions? We're Here to Help.

If anything feels unclear or you're not comfortable with a step, give us a call. We'll walk you through it.

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