

PLEASE STOP AND READ THESE INSTRUCTIONS COMPLETELY BEFORE INSTALLING

Thanks for purchasing the 2" Front Lowering Kit for the Honda Grom (MSX125). This is a basic installation guide, and we tried to cover everything, but use your best judgment along the process. It is recommended that this kit is installed by a professional mechanic!



We are doing this on the ground, to show that the entire thing can be done with the bike on the ground, and without having to lift or raise the bike. Just do one side and then the other, and not both at the same time, it works out just fine. If you have a friend who can help steady the bike while you are working on it, then you won't need to use a front wheel chock like we are using.



To start with, we removed the stock handlebars. They have little plastic buttons over the bolts. These caps need to be removed. Use a very small flat-head screwdriver to get underneath them, and pry them off. Once off, remove the bolts. Once you have the handlebars off, we normally get a towel to protect the dash, and then drape the bars over the front of the bike. Remember, you will be changing the bars to do this, as the stock bars won't fit once the lowering kit is

installed. Alternatively, you could remove all of the controls first. We did not, because we already had the [TRS Racebars](#) installed. We recommend installing the [TRS RaceBars](#) first as we have done.

First thing is to pry off the large plastic cap over the top of the forks, similarly to how the handlebar bolt caps are done.



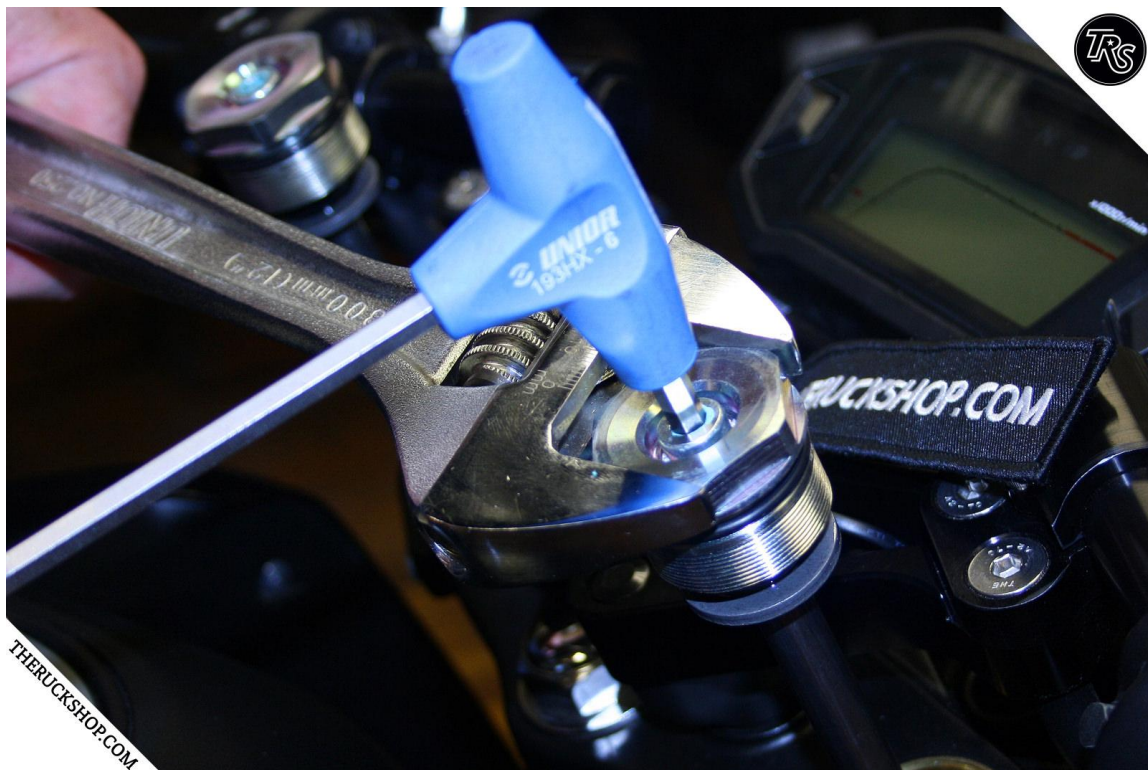
Then, take an allen key, and loosen the top triple tree clamp bolt.



Then, you want to crack loose the center bolt so that it is loose, but not remove it all the way yet.



Then, using a 36mm Socket (or open wrench), you'll want to completely unscrew the top cap... The bike will drop down a little bit when it comes loose, since only one fork will now be holding it up. Not to worry, hopefully your friend is helping hold the bike.





Then, go ahead and unscrew the center bolt all the way, and remove the top cap from the damper rod... you will be left with the top cap, a rubber bump stop, and a large washer. We will not be re-using the washer as a new one is provided, but we will re-install the bump stop



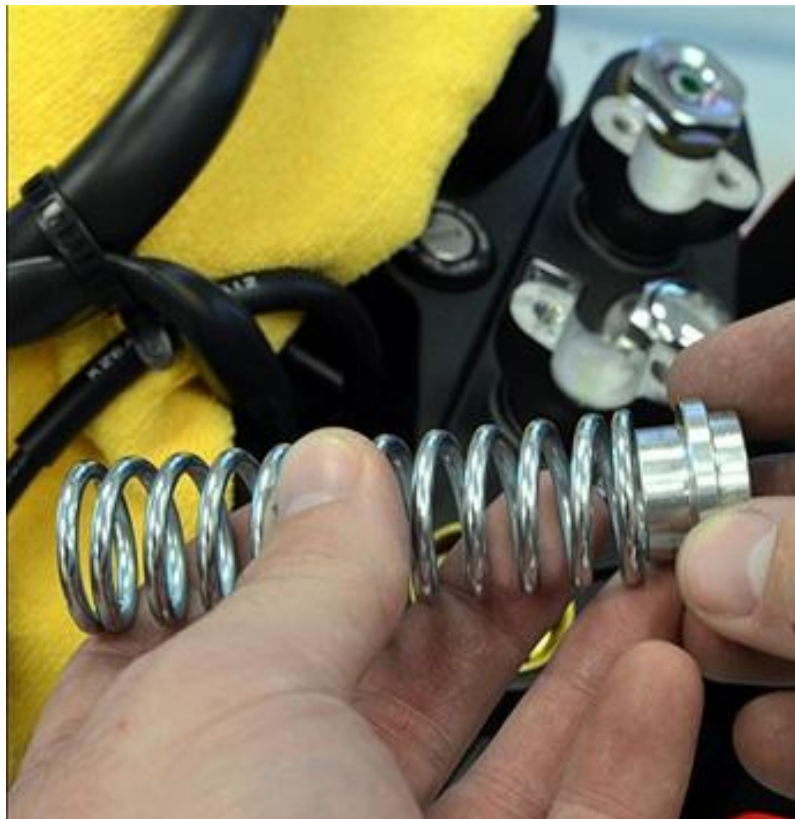
Now it is time to install the Auxiliary Spring Pack, and the Lowering Piece shock extension. The first thing is, install the spring onto the lower spring seat, and then put the spring in the fork.

The important thing here is to identify the upper and lower spring seats, and to not get them backwards!

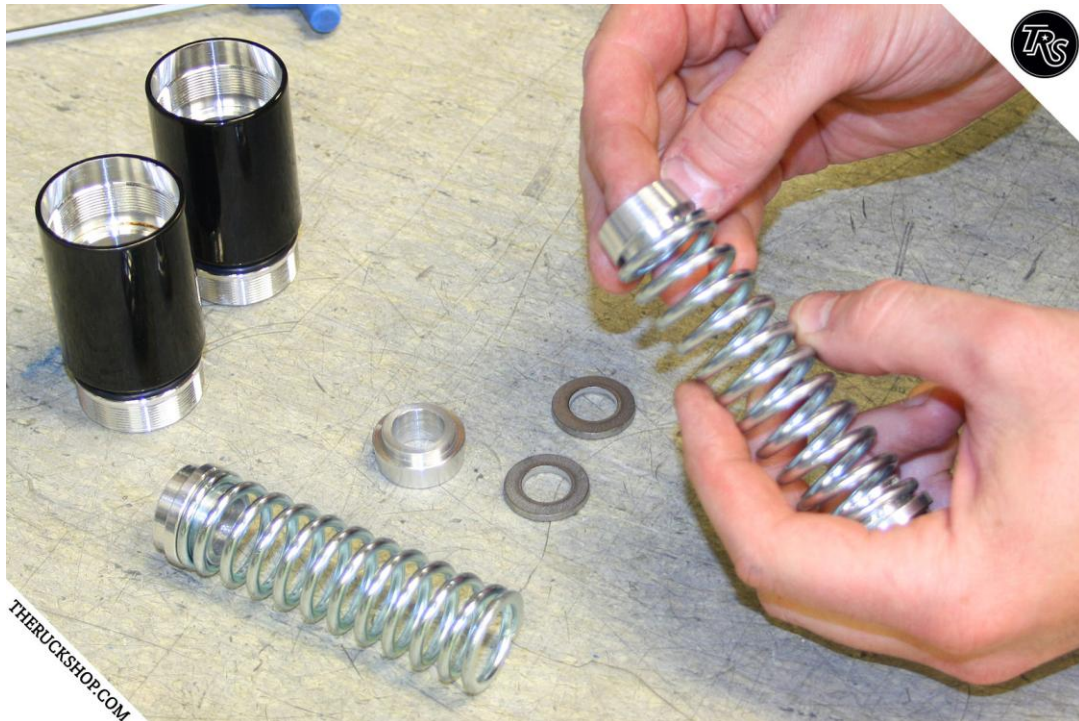
Here is the lower spring seat...



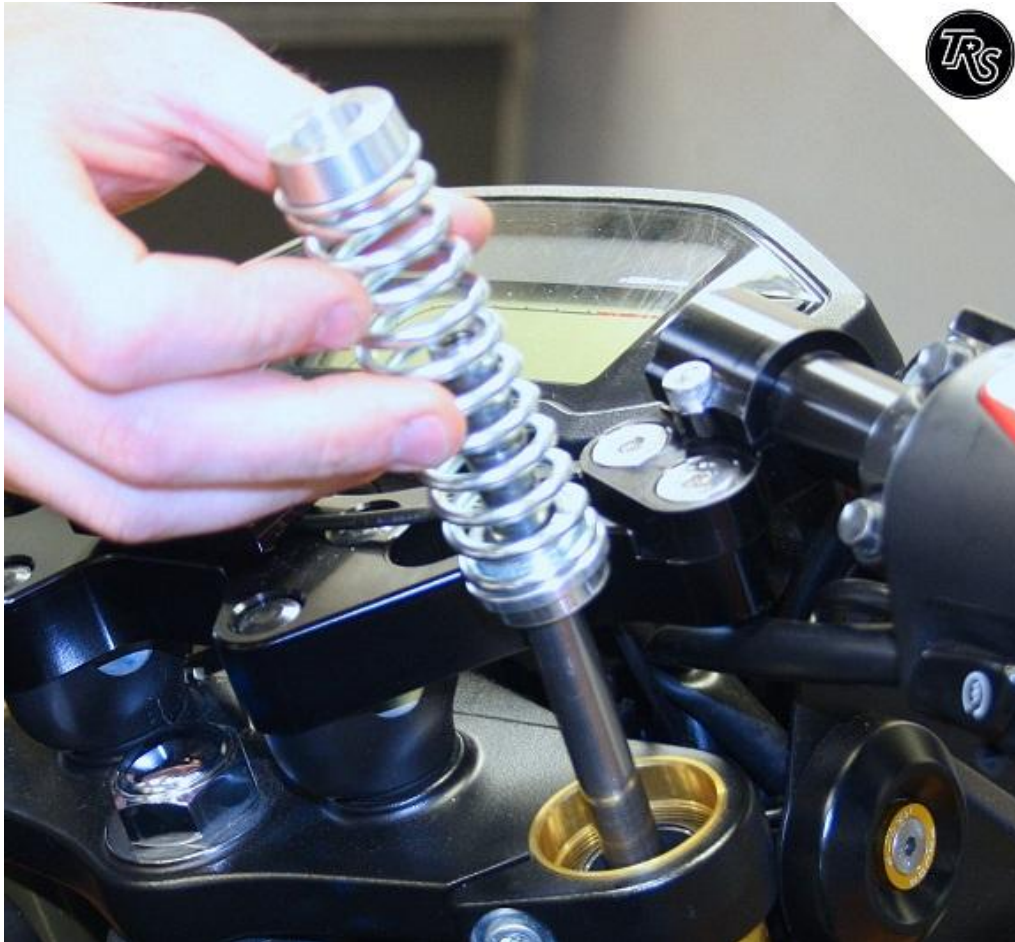
The smaller diameter side is what will go into one end of the spring. It may fit a little of a tight fit, but it ensures that the spring stays on the lower seat...



Ok, now it is time for the upper spring seat!



Now, you'll take the spring with the upper and lower seat, and slide them over the damper rod, into the fork tube... make sure that the lower spring seat fits into the top of the fork shaft... if it is off-center, it will not sit correctly on the fork tube!



Next, install the Lowering Piece into the top of the fork... be SURE to have the o-ring installed on the bottom! Thread it all the way on, and hand-tighten it.



Next, tighten the whole assembly...

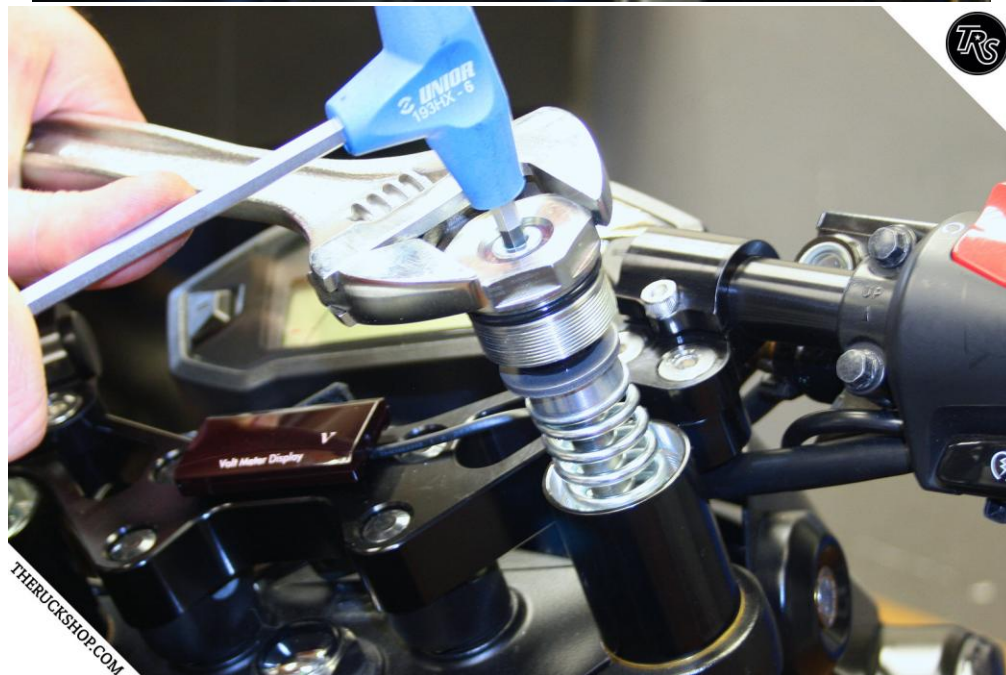


Next up, take the original bump stop and the supplied washer... you will want to install these on the damper rod... first the washer, and then the bump stop.





And then tighten the center Damper Rod bolt...



Then, install the top cap back on... you will have to press down a bit to compress the spring... it can help to use the socket to grip the top cap or press down on the Allan-wrench. Be careful NOT to cross thread the nut.

Next, tighten the whole assembly...



Reinstall the top plastic cap...



And last but DEFINITELY not least, make sure you re-tighten the upper triple clamp bolt!



Do the other side the same way you did this one, and you'll be 2 inches lower, and have a much stiffer front end!

If you have not installed the Racebars now is a perfect time. Alternatively, you could also install some simple bar risers (will need at least 1.5" to allow the bars to clear the top of the fork), and then you could run a much lower mountain-bike/dirt bike handlebar setup as well.