

Thank you for purchasing a National Cycle product. Read these instructions carefully and thoroughly before beginning work.

ATTENTION: Make sure you have the tools and technical skills to safely complete this installation. Dealer or professional mechanic installation is recommended.

Dealers, if installing this product for a customer, please give them these instructions upon completion. It contains information needed to properly maintain and use this product.

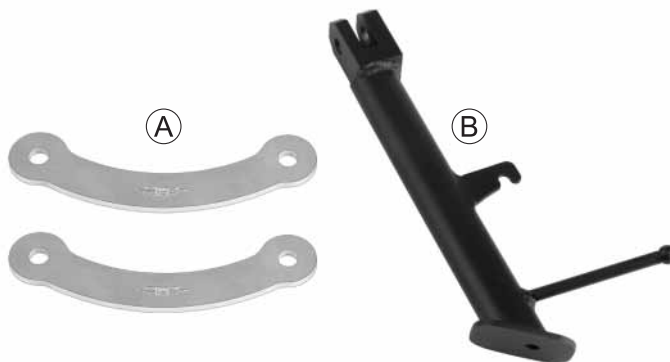
Description:	Adventure Lowering Kit + Kickstand	Model:	2019-23 Honda® CB500X; 2024-Current Honda® NX500
Part Number:	P4900	Installation Time:	30-45 min. Difficulty Level: Moderate

P4900 PARTS LIST

ITEM	PART NO.	DESCRIPTION	QUANTITY
A	37-372855-000	Link Arm, Suspension, Lowering Kit	2
B	37-372850-000	Kickstand, Black; Lowering Kit	1

TOOLS REQUIRED FOR ASSEMBLY

Pliers	17mm Socket
8mm Box Wrench	Ratchet with 6" Extension
14mm Box Wrench	Torque Wrench
17mm Box Wrench	Motorcycle Wheel Chock
14mm Socket	Hydraulic Jack or Scissor Lift



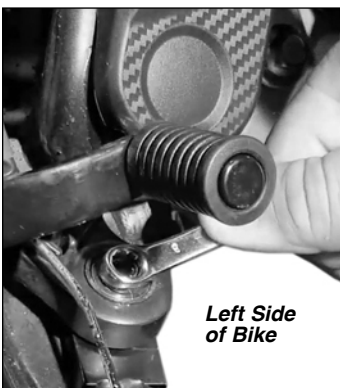
ATTENTION: Special notes and cautionary measures which can prevent damage to the accessory or vehicle.

NOTE: Tips for facilitation of operation, control and adjustment, as well as maintenance work.

PREPARATION

Carefully unpack your new accessory, sort the parts, and make sure you have everything required to complete the assembly. Properly and securely support your motorcycle using a quality front wheel chock with left side/right side motorcycle tie-down straps. Use a Scissor Lift (recommended) or Hydraulic Jack to unweight the rear suspension and bring the rear wheel 1/16" off the ground.

ATTENTION: The lift should be positioned exactly under the suspension link frame member only, and should not be in contact with the exhaust pipe or exhaust pipe bracket. See Page 03 Figure 7 for illustration.



Left Side of Bike



INSTALLATION STEP 1: REMOVE OEM KICKSTAND

Figure 1

Before the Suspension Lowering Links can be replaced, the OEM kickstand must be removed.

Using an 8mm Box Wrench, remove the nut securing the kickstand sensor.

Lift the kickstand sensor off the kickstand and place it on top of the gearshift lever until it's needed later for reassembly.

Figure 1

**INSTALLATION STEP 1:
REMOVE OEM KICKSTAND; CONT'D**

Figure 2

Using a 17mm Box Wrench, remove the nut on the back of the kickstand pivot. Set that nut aside for later reassembly.

Figure 3, Figure 4

Using a 14mm Box Wrench, remove the bolt on the top of the kickstand pivot. Set that bolt aside for later reassembly.



ATTENTION: The kickstand spring is still under tension.

Figure 5

Firmly grab the top end of the OEM kickstand and swing it to the right and away from the frame bracket.

Figure 6

Now remove the kickstand spring hook from the retaining stud on the motorcycle frame.

Unhook the OEM spring from the kickstand and set it aside for later reassembly. The spring will be reused on the new P4900 Lowering Kit Kickstand.



Figure 2

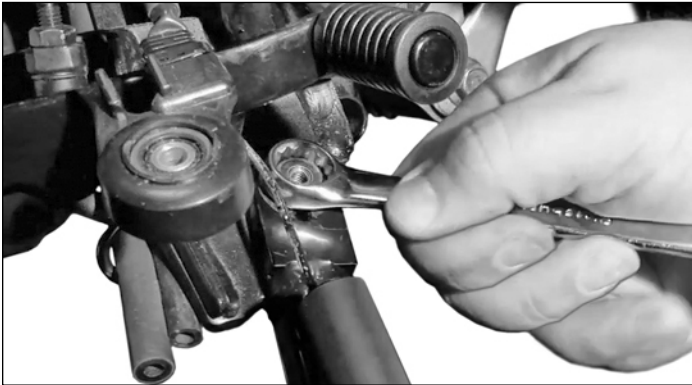


Figure 3

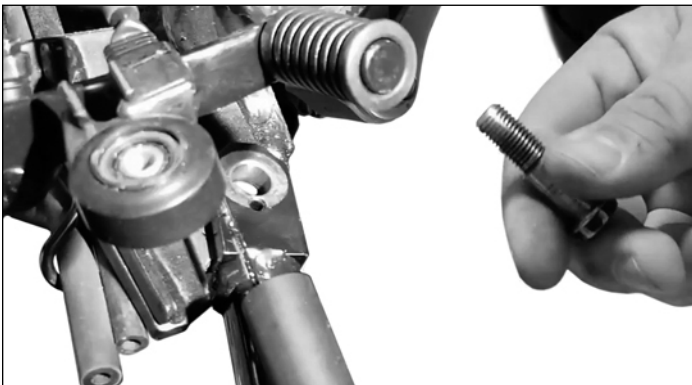


Figure 4

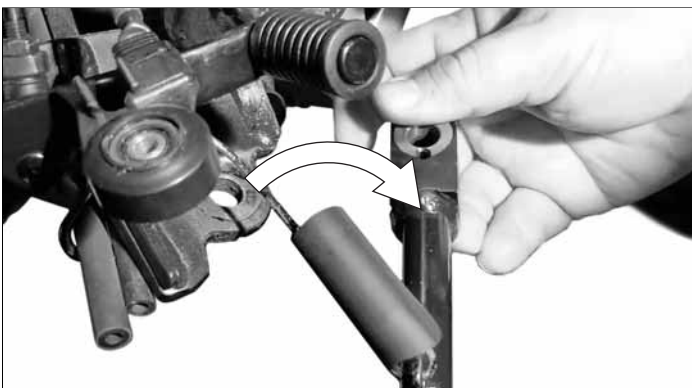


Figure 5



Figure 6

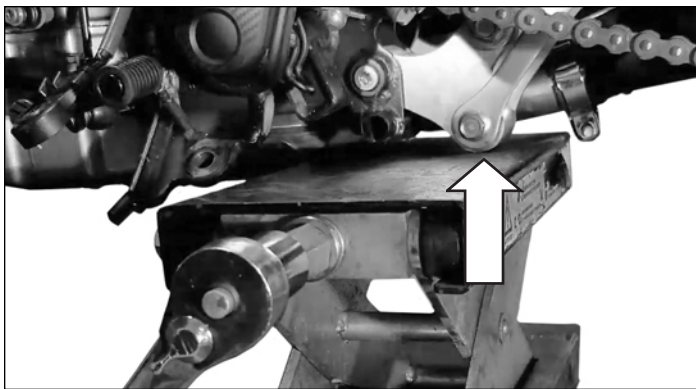


Figure 7

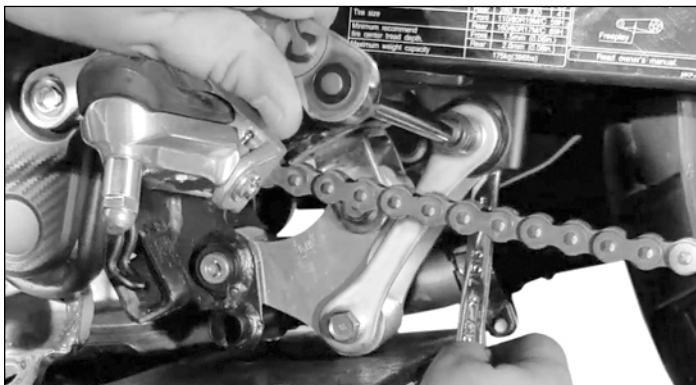


Figure 8



Figure 9



Figure 10

INSTALLATION STEP 2: REMOVE OEM SUSPENSION LINKS

Figure 7

Use a Scissor Lift (recommended) or Hydraulic Jack to unweight the rear suspension and bring the rear wheel 1/16" off the ground.



ATTENTION: The lift should be positioned exactly under the suspension link frame member only, and should not be in contact with the exhaust pipe or exhaust pipe bracket.

Figure 8

Using a 14mm Socket and a 17mm Box Wrench, loosen the top bolt on the OEM suspension link arms until the back nut can be removed. Set it aside for later reinstallation.

Figure 9

With the same tools, repeat this procedure on the bottom bolt on the OEM suspension link arms. Set it aside for later reinstallation.

Figure 10

The back (right) side OEM suspension link arm can now be easily removed.

Figure 11

The front (left) side OEM suspension link arm and the link arm bolts can now be removed. Remove the bolts and set them aside for later reassembly.

The OEM link arms will not be reused.



NOTE: Keep sleeves (1) and (2) in place in the pivot points. Do not remove.

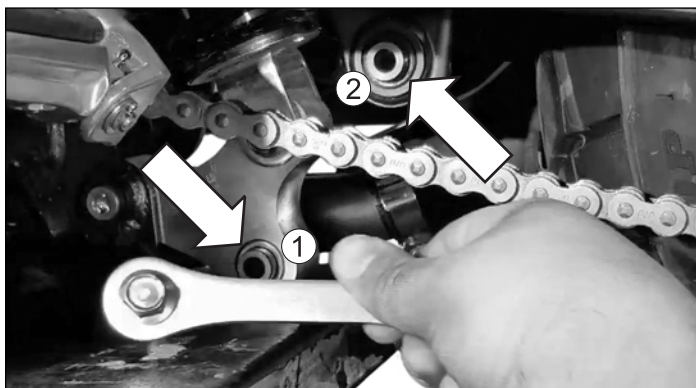


Figure 11

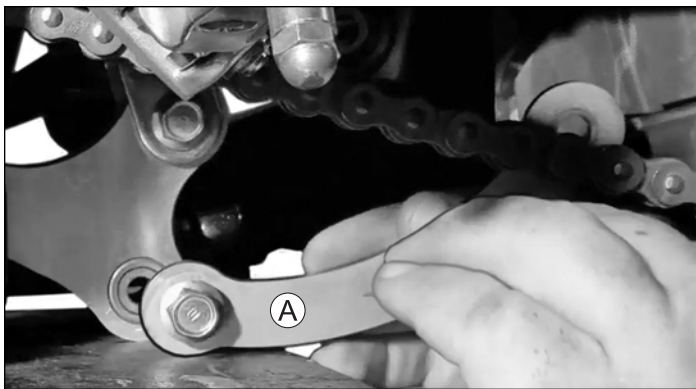


Figure 12

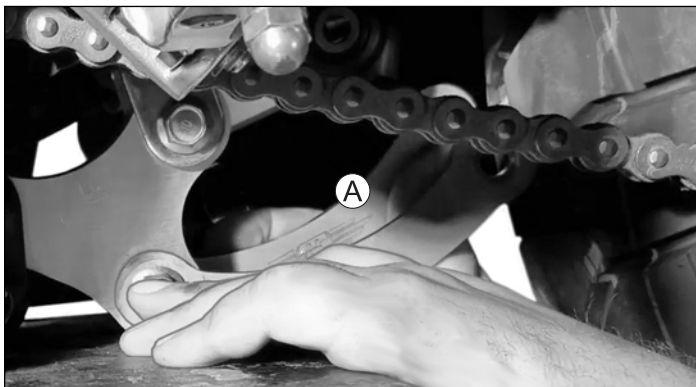


Figure 13



Figure 14

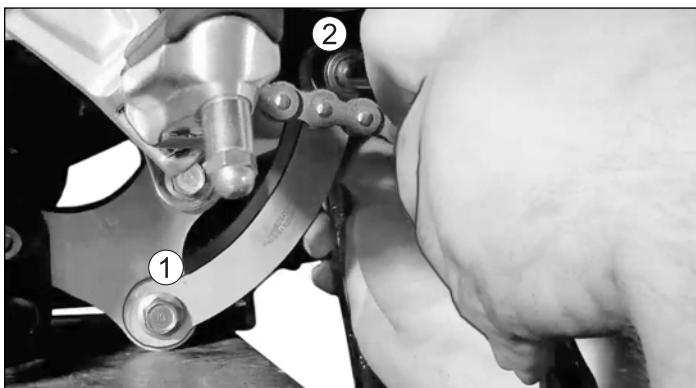


Figure 15

INSTALLATION STEP 3: INSTALL P4900 SUSPENSION LINKS

Figure 12

Now insert one OEM link arm bolt into one of the new P4900 Link Arms (A), and insert it into the lower sleeve of the suspension link frame member. Note proper orientation.

Figure 13

Place the second P4900 Link Arm (A) onto the back (right) side and reattach the OEM nut removed in Figure 9. The bolt/nut should only be finger-tight for now.

Figure 14

Now swing the two Link Arms up to the top mounting bracket. Lower the lift slightly until the mounting holes in the Link Arms and the top mounting bracket are aligned.

Figure 15

Insert the remaining OEM link arm bolt through top of the P4900 Link Arms and the upper sleeve of the suspension link frame member, and reattach the OEM nut on the back (right) side.

Figure 16

Using a Torque Wrench, 14mm Socket and 17mm Box Wrench, tighten lower (1) and upper (2) mounting bolts/nuts.



ATTENTION: Factory torque specification is 33 ft.-lbs.

The P4900 Lowering Kit Suspension Link Arms are now fully installed.

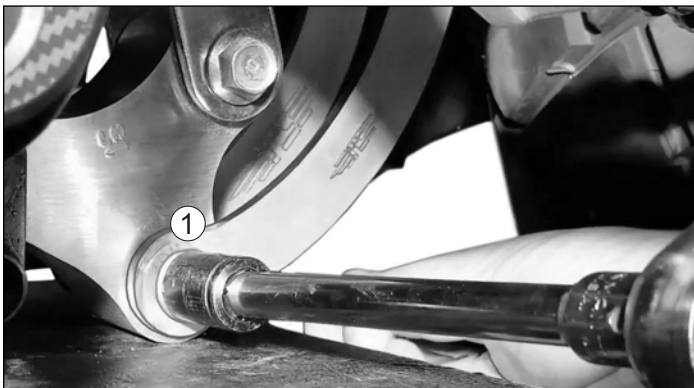


Figure 16

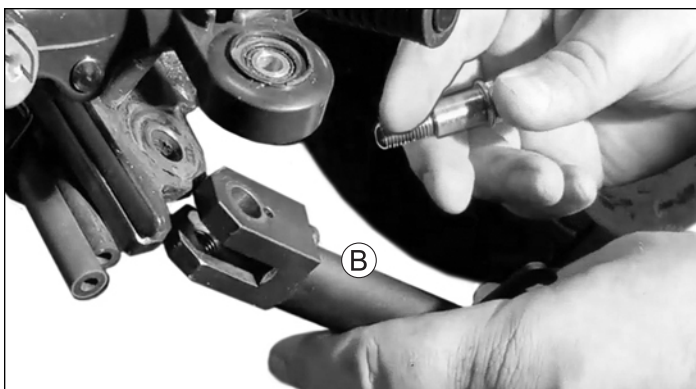


Figure 17



Figure 18



Figure 19



Figure 20

INSTALLATION STEP 4: INSTALL P4900 KICKSTAND

Figure 17

Install the P4900 Lowering Kit Kickstand onto the mounting bracket and reinstall the OEM mounting bolt. This bolt threads into the rear tab of the Kickstand.

Figure 18

Using a 14mm Socket, tighten the OEM mounting bolt.



ATTENTION: Factory torque specification is 7 ft.-lbs. (10 Nm).

Figure 19

Reattach the OEM kickstand nut onto the back of the mounting bolt and tighten it with a 17mm Socket.



ATTENTION: Factory torque specification is 22 ft.-lbs. (30 Nm).

Figure 20

Attach the OEM kickstand spring onto the P4900 Kickstand as shown. With a pair of Pliers, grasp the upper end of the spring very firmly.

Figure 21

Pull on the end of the spring until you can re-hook it onto the frame's spring retaining stud as shown.

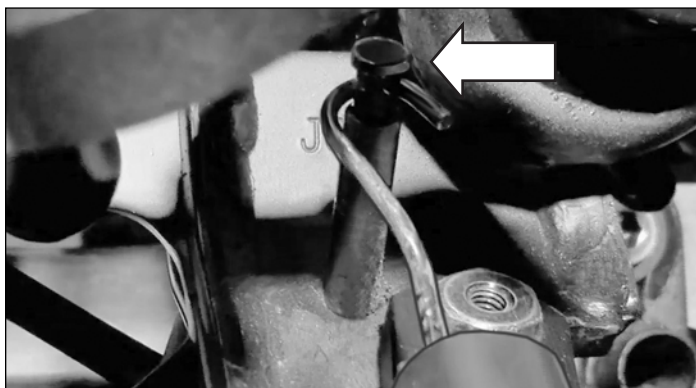


Figure 21

**INSTALLATION STEP 4:
INSTALL P4900 KICKSTAND; CONT'D**

Figure 22

Reattach the OEM kickstand sensor. Note that there is a locating pin on the interior side of the sensor that...

Figure 23

...aligns with a locating hole on the Kickstand, right below the mounting bolt. Attach the sensor over the kickstand mounting bolt, making sure the locating pin and hole are engaged.

Figure 24

Replace the OEM kickstand sensor mounting bolt and tighten securely with an 8mm Box Wrench.

Figure 25

Your complete P4900 Lowering Kit for your CB500X is now fully installed.

Your motorcycle will now sit about 1.5 inches lower.

Move the P4900 Kickstand up and down to make sure spring tension is maintained.

Test your bike's kickstand sensor to make sure it is fully and safely functional.

Enjoy the comfort of your new P4900 Lowering Kit!



Figure 22

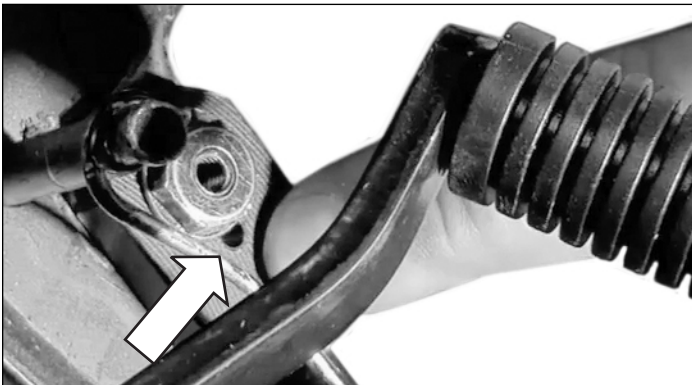


Figure 23



Figure 24

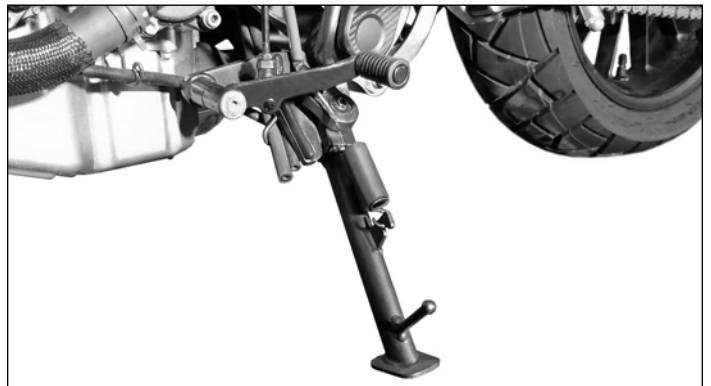


Figure 25

⚠ WARNING

Never operate your vehicle with loose accessory mounting hardware. Check the hardware for tightness regularly.

Motorcycles are built with enough frame rigidity to withstand the moderate loads imposed on them by the foreseeable addition of an accessory(ies). If an accessory(ies) adversely affects your vehicle's stability, immediately remove the accessory(ies). Do not operate a vehicle that exhibits unsafe handling traits.

Have experienced service personnel correct any problem before driving with the accessory(ies) installed. For further questions concerning handling problems associated with an accessory(ies), contact your dealer, motorcycle manufacturer, or accessory manufacturer.

