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General Fork Spring Fitting Instructions

These instructions are general in nature and should be read in conjunction with the instructions provided for the servicing of your forks by your motorcycle's manufacturer. We recommend that fitting be carried out by a suitably qualified mechanic.

- 1) Make sure the bike is properly supported at all times. Failure to do so could result in damage to your bike and or personal injury.
- 2) Undo the retainer at the top of the fork. Take care as this retainer is under pressure from the fork spring. This pressure is at its lowest when the forks are fully extended. The front wheel should be off the ground before you begin to undo the retainer.
- 3) Remove any spacers in the fork leg above the spring.
- 4) Remove the existing fork spring. Depending on the set up of your forks this may be easy to do with the bike in the position you have it in now. If not, in a careful manner allow the forks to bottom out. This will push the spring up making removal easier.
- 5) We recommend changing the fork oil at the same time new springs are fitted. Remove the oil drain plugs from the forks and allow the oil to drain. Pumping the forks a few times will ensure the oil is properly drained. If the forks do not have plugs for draining the oil the forks will have to be totally removed from the bike and dismantled according to the instructions provided in the workshop manual for your bike.
- 6) Having drained the oil replace the plugs and fill the forks with the amount and type of oil recommended for your bike. To purge unwanted air from the damper system pump the forks up and down approx 15 times.
- 7) With the forks in their fully extended position place the new springs into the tubes. For minimum unsprung weight when progressive rate springs are being fitted we recommend fitting the spring so that the closer wound coils are at the top.
- 8) At this point you may or may not need to re-use or install a spacer. If the new springs are above the fork tube then spacers will not be needed. If they are below the top of the tube then if there was a spacer originally it will need to be re-used as is or shortened. In some cases a longer spacer is needed. In cases where there is no spacer originally or where a longer spacer is required the new spacer may be supplied with the new springs. This is not always the case. If no spacer is required PVC pipe or Aluminium are commonly used to make same.
- 9) Ensure all nuts, bolts and retainers are tightened to your bike manufacturers specifications.

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