T7 Preload Caps RRP 614 Fitting Instructions

Place motorcycle on centre stand, or suitable stand to raise front wheel of the ground.

RIGHT FORK LEG REMOVAL

1. Ensure front wheel can clear ground slightly.
2. Using 12 mm socket, remove both bolts holding brake caliper to fork leg, and lower caliper away from disc.
3. Using our special tool, or 10 mm socket, undo both pinch bolts on right-hand lower fork leg, they only need to be undone a couple of turns, they do not need to be removed completely.
4. Using our special tool, or a 19 mm hexagon bit, undo front wheel spindle and remove from axle whilst supporting the front wheel.
5. Using 5mm Allen key, remove both screws on the lower front and side of fork leg. It is easier to do the fork conversion one leg at a time so that the front fender is always attached to one fork leg, rather than hanging by the brake hoses.
6. Undo slightly, both top pinch bolts on top triple clamp, a couple of turns using 10mm spanner.
7. Using a 19 mm spanner, undo the fork cap slightly.
8. Slacken both bolts on the lower right-hand triple clamp, with 10mm spanner, and slide out complete fork leg.

FORK PRELOAD CAP FITTING

The preload caps for the fork come complete with six plastic washers, these can be mixed in any combination if they have the same thickness for each fork cap.
The fork cap itself has 10 mm of adjustment on preload, and with two thick washers and one thin washer inside each cap, this can give a maximum of an extra 10 mm preload.
For lighter riders it is suggested to start off without any plastic washers, and then check the fork sag after a few hours riding, to bed the new components in. For slightly heavier riders, and those carrying a lot of luggage, or passenger, then we would suggest putting one or two plastic washers in to start with, and then ride the bike for a while before checking the sag.

1. Hold fork leg vertically, or clamp in a suitable vice, and using a 19 mm spanner undo fork cap completely. Slide down the gold outer tube to expose the fork spring, pull down the fork spring slightly and hold the locknut under the cap with a 17 mm spanner, then twist off the cap completely with 19mm spanner, discard OEM caps and cup washer on top of spring.
2. Remove fork spring slowly, to minimise spilling of oil, and then hold piston rod just below threads and then screw down the 17mm nut until it reaches the bottom of the threads. Replace fork spring into tube.
3. Place the required plastic washers onto the top of the spring, and then screw on the fork cap by hand until resistance is felt. Tighten fully using a 22 mm spanner on the fork cap and a 17 mm spanner on the steel nut.
4. Check that the whole assembly looks correct and in line, then slide the fork outer up to meet the fork cap, start tightening by hand, until resistance can be felt, then use the special pin tool provided, to tighten the cap into the tube as tight as possible by hand.
5. Push the fork leg up and down by hand, with the bottom of the fork leg on the floor, it should move slowly, and you should be able to feel resistance both ways.

RIGHT FORK INSERTION

1. Insert fork leg back into triple clamps, slide through until there is approx. 7mm of gold fork leg outer showing above the top triple, then tighten both lower triple pinch bolts by hand using a 10 mm spanner.
2. Fully tighten the fork cap, using the special pin spanner, to hand tight. Tighten both upper and lower fork pinch bolts with a torque wrench to the recommended settings listed below.
3. Reattach the front fender with the 2 screws on the lower fork leg, we recommend that the outside steel screw of the fender be replaced with one of our nylon screws, so that in the event of the fork hitting a rock or tree stump, the nylon screw will break rather than the steel screw, forcing the cast lug on the lower fork leg to snap off.

LEFT FORK LEG REMOVAL

1. Ensure front wheel can clear ground slightly.
2. Using 12 mm socket, remove both bolts holding brake caliper to fork leg, and lower caliper away from disc. 3. Using 5mm Allen key, remove both screws on the lower front and side of fork leg. It is easier to do the fork conversion one leg at a time so that the front fender is always attached to one fork leg, rather than hanging by the brake hoses.
3. Using 10mm socket, remove ABS cover bolt and then slide out ABS sensor from hole in lower fork leg.
4. Use a Torx driver to remove Torx screw holding ABS sensor cable and bracket to fork leg.
5. Undo slightly, both top pinch bolts on top triple clamp, a couple of turns using 10mm spanner.
6. Using a 19 mm spanner, undo the fork cap slightly.
7. Slacken both bolts on the lower left-hand triple clamp, with 10mm spanner, and slide out complete fork leg.

LEFT FORK INSERTION

1. Insert fork leg back into triple clamps, slide through until there is approx. 7mm of gold fork leg outer showing above the top triple, then tighten both lower triple pinch bolts by hand using a 10 mm spanner.
2. Fully tighten the fork cap, using the special pin spanner, to hand tight. Tighten both upper and lower fork pinch bolts with a torque wrench to the recommended settings listed below.
3. Re attach ABS sensor bracket and cable to fork lower with Torx screw, apply Loctite.
4. Insert ABS sensor into hole in fork lower, then refit cover, with screw, using 10mm socket, apply Loctite.
5. Reattach the front fender with the 2 screws on the lower fork leg, we recommend that the outside steel screw of the fender be replaced with one of our nylon screws, so that in the event of the fork hitting a rock or tree stump, the nylon screw will break rather than the steel screw, forcing the cast lug on the lower fork leg to snap off.

FRONT WHEEL INSERTION

1. Prepare both front calipers by pushing back the brake pads, using a flat screwdriver or tyre lever, and apply Loctite to all 4 caliper bolts.
2. Insert front wheel between fork legs, ensuring ABS ring is on the left side of the wheel, and then insert wheel spacers, using a little grease on the seal faces.
3. Lift up wheel slightly to line up the axle with the right lower fork leg, then insert axle through fork leg and wheel. Make sure the axle is cleaned and greased before insertion.
4. Using our special tool, or 19mm hex bit, in the end of the axle, and holding the left lower fork in line with axle, push axle through and start turning the axle with tool clockwise to start the thread in the left leg.
5. Tighten axle fully by hand.
6. Fit both calipers back onto fork legs using original bolts, tighten with 12mm socket, and torque to specifications below.
7. Remove bike from stand and pump front brake gently until the pads bite, then holding the front brake on, pump the forks up and down before tightening both pinch bolts on lower right fork leg with 10mm socket, torque in order or inner , then outer, then inner bolt again.

PRELOAD CAP ADJUSTMENT

Each preload cap has 3 functions:

1. The inner Allen screw is adjustment of the rebound or compression damping, turn clockwise for more damping, counter-clockwise for less damping.
2. The 22mm hex nut has a maximum of 10 turns, using the pocket spanner provided, to give up to 10mm of preload adjustment on the fork spring.
3. Turn clockwise for more preload, counter-clockwise for less preload. By adding more plastic washers to the underside of the preload cap, it is possible to raise the initial preload to compensate for heavier riders, passenger, or increased luggage loads.

4. An M3 countersunk screw on the perimeter that can be removed to release built-up air pressure. ONLY REMOVE THIS SCREW AND O RING WITH THE FORKS FULLY EXTENDED, AND NOT UNDER LOAD, NEVER WHILE SAT ON THE MOTORCYCLE.

Torque Settings
Upper Triple Clamp pinch bolts -23Nm
Lower Triple Clamp pinch bolts -20Nm
Brake caliper Bolts – 40Nm
Axel Pinch Bolts – 21Nm
Front Wheel ABS Sensor – 7Nm
Front Axle – 72 Nm or Hand Tight with our RRP 613 Spanner