




G310GS Fork Kit (Level 1)-RRP 840

NOTE : BEFORE COMMENCING WORK ON THE CONVERSION, TAKE TIME TO READ THE INSTRUCTIONS CAREFULLY. ALL WORK CAN BE CARRIED OUT BY A COMPETENT MECHANIC, BUT IF YOU ARE UNSURE PLEASE CONTACT US OR A MECHANICAL PROFESSIONAL.

KEEP ALL PARTS THAT ARE REMOVED, AS IT IS POSSIBLE TO REMOVE OUR KITS AND RETURN THE BIKE TO STANDARD, IF REQUIRED.


<h2>Right Fork Leg</h2>	
<p>Tools needed:</p> <ul style="list-style-type: none">• 6mm Allen Key/5mm Allen Key /4mm Allen Key 18mm spanner/ 17mm spanner/ 22mm spanner Pliers or small vice grips• 1 litre 10w synthetic fork oil• Blue Loctite• Grease• Steel ruler	
<p>1. Support bike with stand under engine so that front wheel is suspended off the floor. Remove front wheel and fender, remove ABS sensor from left leg, remove brake hose support from right hand leg. Undo upper pinch bolt on top triple clamp and unscrew fork cap slightly using 17mm spanner, then undo both lower triple clamp screws and remove fork leg complete.</p>	
	

2. Hold lower axle of fork leg in a vice, using soft jaws, and undo fork cap completely with 17mm spanner whilst holding fork tube by hand.



3. Lower the outer gold tube to expose the fork spring and metal tube, then pull down the fork spring and metal tube and fit the C washer provided under the 16mm nut. Whilst holding fork cap with spanner, undo the 16 mm locknut underneath on damper rod and remove fork cap, then pull down metal tube and spring and remove C washer. Gently release spring pressure and remove the steel spacer tube, fork spring and plastic seat, discard all of these components along with the fork cap and locknut, remove O ring on fork cap before discarding.



<p>4. Remove fork from vice and turn upside down to remove the fork oil, it helps to stroke the damper rod up and down slowly to aid the oil removal, leave to drain upside down for a while.</p>	
<p>5. Stand fork leg vertically, with fork tube completely closed and damper rod pushed down, fill fork with approximately 450 mL of 10W weight fork oil. To help remove the trapped air from within the fork it is best to move the damper rod up and down slowly until a firm resistance is felt both ways. The correct measurement for the height of the oil is 120 mm from the top of the outer gold tube, add or remove oil to give this correct figure for the air chamber gap.</p>	
<p>6. When the oil height is correct replace the fork leg in the vice, holding by the cast axle at the bottom and with the fork tipped over at approximately 45°. Pull the damper rod up to its full extent, and screw on the new threaded collar onto the end of the damper rod all the way down to the bottom of the thread. There should be at least 15 mm of damper rod above the new nut, and slide in the new fork spring, ensuring that the smaller tapered end of the fork spring is at the top.</p> <p>It is possible to hold the damper rod gently with a vice grip or pliers, but it must be only just below the threaded part of the damper rod.</p>	



7. Pull down the fork spring using two hands and with the help of another person slide the C washer supplied with the kit between the top of the fork spring and the underneath of the new nut to hold it in position then you can release the spring safely.



8. Screw on the new preload cap and tighten down by hand until the thread bottoms out, there should be a couple of millimeters gap between the bottom of the preload and the top of the new nut.



9. Holding the centre nut of the preload cap with a 22 mm spanner, wind up the new nut on the damper rod with the 16 mm spanner provided and lock the two together.



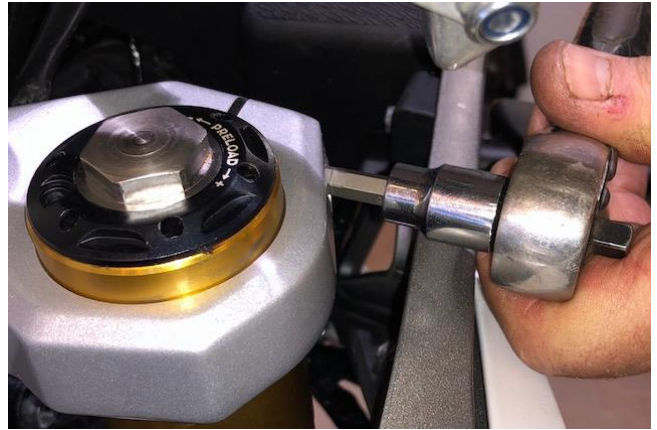
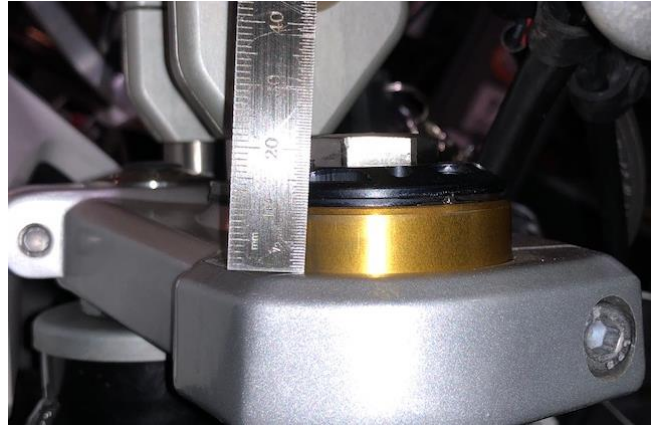
10. Pull down the spring to release the pressure and remove the C washer, then let the spring go back up to seat on the underside of the preload.



11. Fit the old O ring onto the new preload cap and screw the new preload cap into the outer tube by hand, apply a bit of grease to the O ring before assembly. Hold the gold outer tube by hand and tighten gently the preload cap using the pin spanner provided.



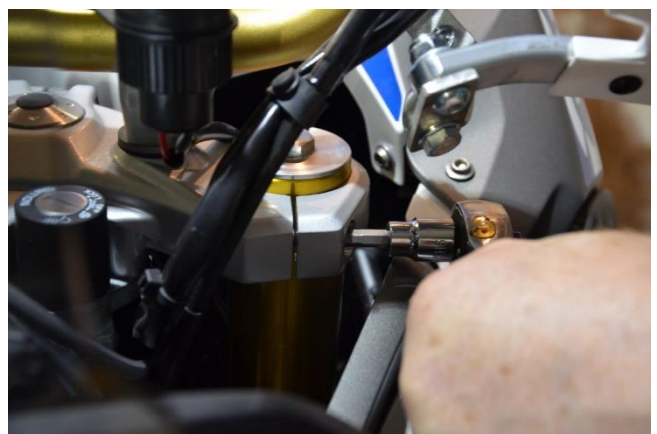
12. Remove from vice and pump fork leg up and down by hand to check for free travel. Replace the fork leg back into the triple clamp with approximately 10 mm of gold fork tube protruding through the triple clamp, tighten both the lower pinch bolts in bottom triple, and then fully tighten the pre-load cap using the pin spanner provided. Tighten the upper pinch bolt in the top triple.



13. Torque Settings:
M8 triple bolts and M8 axle bolts 19Nm
18mm axle bolt 50Nm
M6 screws 11Nm
M5 screws 8Nm

Left Fork Leg

1. Undo upper M8 pinch bolt on top triple clamp and unscrew fork cap slightly, then undo both lower triple clamp screws and remove fork leg complete.





2. Hold lower axle of fork leg in a vice, using soft jaws, and undo fork cap completely.



3. Whilst holding fork cap with 17mm spanner undo the 16 mm locknut underneath on damper rod and remove fork cap, screw locknut back down to bottom of thread by hand.
It is possible to hold the damper rod gently with a vice grip or pliers, but it must be only just below the threaded part.
Also, remove o ring on fork cap before discarding fork cap.





4. DO NOT REMOVE FORK OIL FROM LEG.



5. Tighten down new fork cap onto damper rod by hand until the thread bottoms out.



6. Holding the new fork cap with pin spanner provided, wind up the original oem nut on the damper rod with the 16 mm spanner provided and lock the two together.



7. Fit the original O ring onto the new preload cap and screw the new preload cap into the outer tube by hand, apply grease to the O ring before assembly. Hold the gold outer tube by hand and gently tighten the preload cap using the pin spanner provided.



8. Replace the fork leg back into the triple clamp with approximately 10 mm of gold fork tube protruding through the top triple clamp, tighten both lower pinch bolts in bottom triple and then fully tighten the fork cap with the pin spanner provided. Tighten the upper pinch bolt in top triple.

