



Assembly instructions for GeezerEngineering cartridges

- Make sure all parts are clean.
- **Setting preload** of the cartridges
 - Remove fork tube (if pre-installed)
 - Loosen the lock nut
 - Hold the adjuster nut (blue dot) while turning the top of the cartridge counterclockwise. It helps to turn the lock nut all the way up and mark one of the grooves. That way it's easy to count turns. Four full turns equal 1 unit on the ruler so for example 5 full turns from 0 set the preload to 1-1/4. Stock height cartridges can be adjusted without complete disassembling the fork leg by just unscrewing the fork tube and sliding it down into the fork slider.



- Turn until the adjustment mark (red arrow) lines up with the desired preload value. Make sure both sides are set to the same preload.



- Tighten the lock nuts using the included wrenches.

- Standard duty springs:
 - 1-1/4 to 1-3/4 up to 200lbs
 - 1-3/4 to 2-1/4 up to 300lbs
 - 2-1/4 to 3 up to 350lbs

- Heavy duty springs:
 - 1-1/4 to 1-3/4 up to 400lbs
 - 1-3/4 to 2-1/2 up to 500lbs
 - 2-1/2 to 3 up to 600lbs



Weight includes rider and luggage. Choose the higher preload values for aggressive riding style. GeezerEngineering cartridges offer a wide range for preload adjustments, but we



recommend ordering heavy duty springs if weight exceeds 350lbs to maintain maximum suspension travel. Do not exceed load rating of your motorcycle.

We also offer track springs with higher spring rate. Not recommended for touring purposes.

Installation

- Install the cartridge with top out spring into the fork tube and hand tighten the assembly.
- Spread some fresh fork oil on the inside wall of the fork slider for lubrication. Put a little bit of oil on the outside of the tube as well.
- Hold the tube/cartridge assembly upside down and slide the oil lock piece (small aluminum cup) onto the lower cartridge rod.





- Now carefully slide the fork slider over the tube/cartridge assembly until the oil lock piece is seated properly at the bottom of the fork slider.
- Put the copper washer/seal in (included in fork rebuild kits) and start threading the bolt into the cartridge rod. You'll need a long Allen head socket for this, 12mm. Tighten the bolt enough to seat the copper washer so fork oil won't leak out.
- Now install the upper bushing, spacer and seal into the fork slider. Use fresh fork oil to lubricate and be careful when sliding the seal onto the tube. First bushing, then large washer, then seal and retainer ring is last. You'll need a 49mm fork seal driver for this.
- Unscrew the cartridge from the top of the tube and slide the fork tube down as far as it will go.
- Slowly add 250ml on stock length or 275ml on 2"+ cartridges of 10wt fork oil into each fork leg.
- Once completed screw the cartridge back into the top of the fork tube. $\frac{3}{4}$ " Allen head socket needed for this.
- Turn the fork leg upside down, compress the fork leg a little bit and torque down the 12mm Allen head bolt at the bottom of your fork slider.

Thanks for your purchase!

Copyright GeezerEngineering LLC. 2022