

Bombshell XR50 Suspension Fork Manual

Custom Built for Sano Systems

Before you get started it is assumed that you already own the following tools to facilitate the installation. If you don't we highly recommend that you take your bike to the local MX shop and have the fork professionally installed.

We recommend that you send your front hub with the rim to Buchanan Spokes to be laced, however most MX shop can lace it for you, keep in mind that this is a job best left for a professional. Buchanan can be reached at 626-969-4655.

Regular maintenance can do very easily. We recommend that you follow the guidelines closely to extend the overall life and performance of the fork.

Step 1

Remove the front hub and axle from your new Bombshell fork. Loosen all (4) 6mm bolts at the dropout. Remove axle lock bolt with a 8mm Allen wrench. See Illus. #1

Step 2

We recommend that you send your front hub with the rim to Buchanan Racing to be laced, however most MX shops can lace it for you. Keep in mind that this is a job best left for a professional.

Step 3

Remove old fork from frame. Once fork is removed take all bearing races off old fork steer tube. We highly recommend however that you replace all your bearings at that time instead of reusing your old ones. The factory Honda part numbers are 53210-GS9-003 (bearings) and 50301-041-010 (races).



Illustration #2

Step 4

Remove the upper crown from the Bombshell fork. It takes a 5mm Allen wrench for this. Slide the upper crown off the sliders and install the bearing races on the steer tube paying close attention to the order in which they are installed. See Illus. #2

Step 5

Slide the steer tube into the frame paying close attention to the order in which all the bearing parts go back on. Now reinstall the upper crown and 30mm locknut. Make sure the correct amount of torque is applied to the locknut before tightening upper crown pinch bolts. The upper and lower crown pinch bolts should be torque to 8-10 ft/lbs.

Needed Tools for Installation

- 5mm, 6mm, and 8mm Allen wrenches.
- Large adjustable wrench or a 30mm, and 19mm socket and ratchet.
- Red Loctite thread locking compound.



Illustration #1

Step 6

Install the front brake rotor so that the **ARROW** faces the direction of rotation. It has an arrow laser etched into it. Use the special TORX drive wrench and button head self locking screws supplied. See Illus. #3

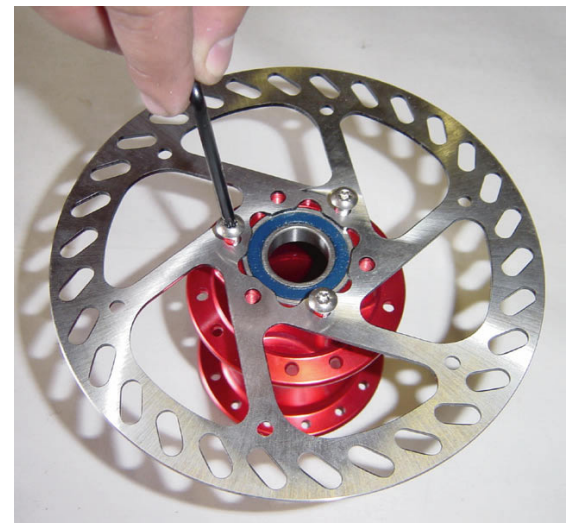


Illustration #3



Illustration #4

Step 7

Install the front wheel. This is best done with an extra set of hands. You will need to depress the left side stanchion about 30mm in order for the axle to slide through easily. The large bearing end cap goes on the non-disk side and the smaller cap goes on the disk side. See Illus. #4

Step 8

Now install the axle end cap. We recommend that a small amount of bearing grease be applied to the bolt threads to prevent seizing. Now tighten the axle end cap with a 8mm Allen wrench on the bolt end and a second wrench on the axle end. **DO NOT OVERTIGHTEN!** Once the axle is tightened you can tighten the (4) 6mm bolts on the dropout. These should be tightened to 8-10 ft/lbs. See Illus. #5



Illustration #5



Illustration #6

Step 9

With the wheel installed your ready to install the brake caliper. Remove the plastic packing shim that is wedged between the brake pads. **DO NOT PULL ON THE BRAKE LEVER WITH THE WEDGE REMOVED!** Now slide the caliper onto the rotor and install the (2) 5mm bolts supplied with the caliper (these have thread lock already applied to them). See Illus. #6

Step 10

Tighten all crown pinch clamp bolts to a torque setting of 8-10 ft/lbs. On the lower crown it is best to bring the torque up half way on each bolt then after all are brought to half torque continue to final setting. See Illus. #7

Step 11

Now you are ready to mount the bar clamp and install the bars. Note there are (4) sets of holes in the upper crown. Selecting the rearward set will offset the bar mount approximately 16mm. Select the set of holes that best fit your comfort on the bike. Tighten the 12mm bolts with a 19mm socket. See Illus. #8



Illustration #8

Step 13

Tuning your Bombshell fork is simple. Turn the RED rebound speed knob to the setting that best fits your riding style. You may also want to change the head angle of your frame by either lower or raising the crowns on the slider clamping area.

Step 14

If you find that the fork feels too soft or too firm you will likely need to change spring rates. At the time of the printing of this manual we have 3 rates available.

Call for replacements if needed. See Illus. #9

SOFT (Yellow)
FIRM (BLACK)
HARD (RED)



Illustration #9



Illustration #7

Step 12

Mount your bars to the bar clamp with the (4) 8mm bolts. Now tighten the (4) bar clamp bolts with a 6mm Allen wrench. You will likely need to purchase a new throttle cable because the stock one may be too short. We also highly recommend the NEW Sano Billet throttle assembly part #SH-BT-X53 and TAG Mini Play Bars to finish off the installation. These can be purchased directly from Sano Systems or your favorite MX shop.

Step 15

Changing spring rate are as follows.

- 1) Remove front wheel and axle
- 2) Remove 8mm bolt from spring side top cap
- 3) Remove spring side top cap with Park Pin Spanner #SPA-1
- 4) Slider stanchion out the bottom of slider
- 5) Remove topout rod guide cap with Park Pin Spanner
- 6) Remove old spring
- 7) Re-install in the reverse order
- 8) Note: Lubricate fork leg with 1 oz. of fork oil before installing top cap

Regular Maintenance and Service

In order to perform the regular maintenance intervals we recommend that you purchase the Bombshell Service kit directly from Sano Systems or from Bombshell Racing. If you do not have the service kit you will need the following additional tools:

Service Tools

- Park pin spanner part #SPA 1
- Bombshell Seal installation tool #145701 (See Illus. #10)

Schedule

After every ride

- Check all bolts for proper torque
- Clean any residue off stanchions and seals

After 30 hours of riding

- Lubricate inside of sliders with 1 oz of 5 weight Maxxima fork oil.
- Check all bolts for proper torque
- Check brake pads, replace as needed

After 60 hours of riding

- Completely disassemble fork, clean and lubricate internals
- Check all bolts for proper torque

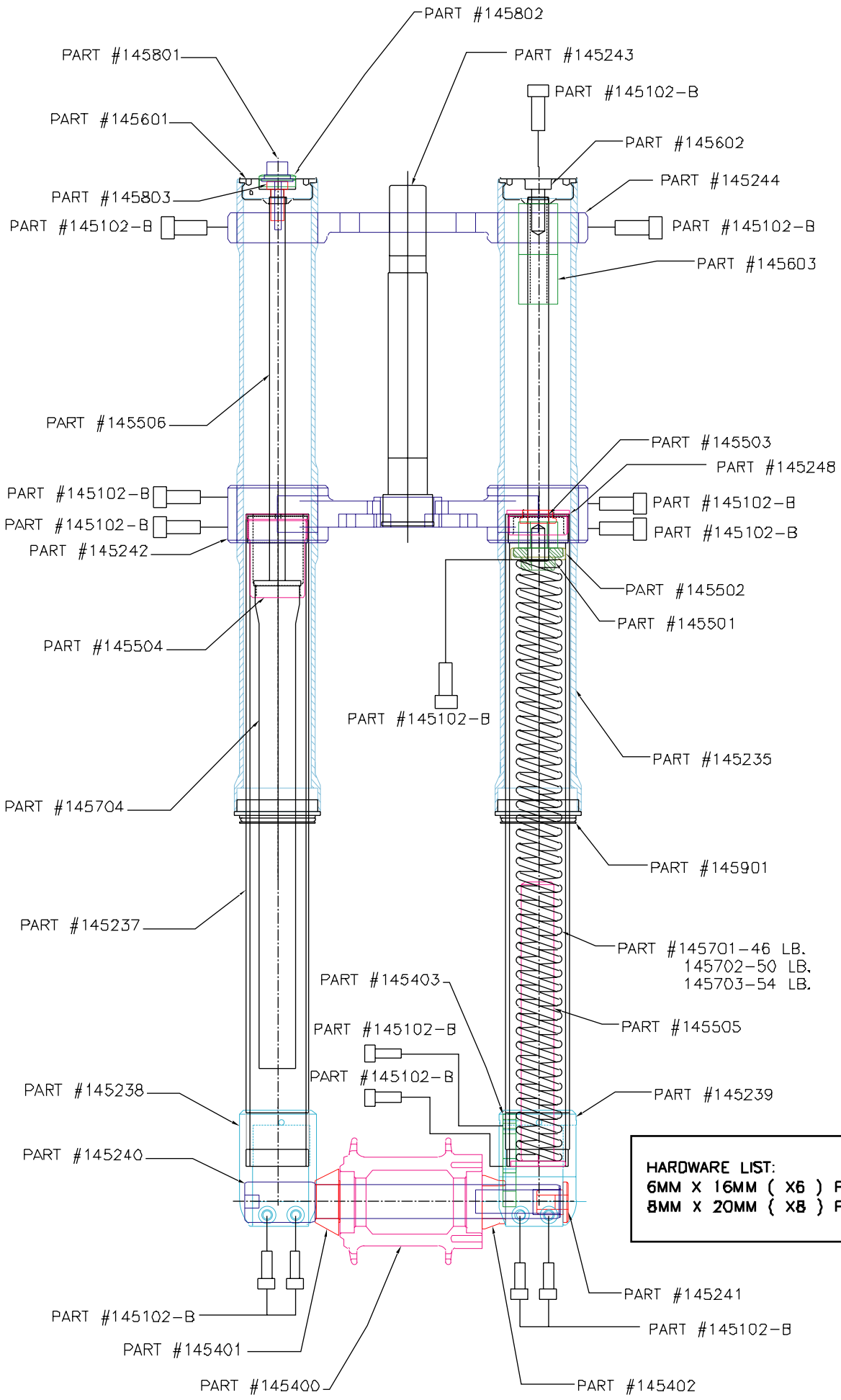


Illustration #10



Web: www.bombshellparts.com
Ph: 619-448-4508 | Fax: 619-448-5282
11966 Woodside Ave.
Lakeside, CA 92040

Web: www.sanomx.com
Ph: 619-258-9021
11489 Woodside Ave.
Santee, CA 92071



HARDWARE LIST:
 6MM X 16MM (X6) PART #145101-B
 8MM X 20MM (X8) PART #145102-B