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Two Brothers Racing Extended Fork Leg Kit

Honda CRF/XR50
010-6-44K



IMPORTANT - PLEASE READ CAREFULLY

We recommend that this performance part be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install this performance part, please consult with your local motorcycle dealer. Read all instructions first before starting installation. Make sure the motorcycle and exhaust system are completely cool before starting the installation. Also, make sure the bike is secure on a centerstand or ideally a service lift during installation. Be sure to save all stock components for possible use later.

Warranty

Two Brothers Racing products are intended for closed course competition purposes only, and therefore are sold "as is" without warranty. Two Brothers Racing specifically disclaims any warranties of merchantability or fitness for a particular purpose and disclaims all responsibility for consequential and incidental damages or any other losses arising from the use of these products or parts.

Installation Instructions

1. Make sure the bike is completely cool before starting the installation. Make sure the bike is secure on a centerstand or ideally a service lift.

2. Using a 5mm Allen wrench, remove the stock fork guards.



3. Using 14mm and 19mm wrenches, remove the front wheel and remove the front axle.



4. Loosen the wingnut on the bottom of the front-brake assembly, as shown. Make sure not to lose the spring, which is likely to bounce away somewhere if you're not careful.



5. Remove the brake cable from the left fork leg.



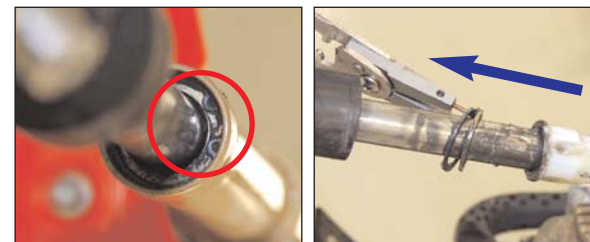
6. Remove the front-brake cable from the front-brake lever. Throw the cable in the trash.



7. Using a 14mm wrench, loosen or remove the bolts from the top of each fork leg, as shown above. As you loosen the bolts, you may have to hold the lower fork leg because it can turn with the bolt.



8. Remove the rubber boot that sits in the junction between the lower and upper fork legs, then use a rag to clean out the dirt and grease inside the bottom of the top fork leg. After that, use the snap-ring pliers to remove the circlip from inside the area you just cleaned out. The rest of the fork and its internals will come out with the circlip.

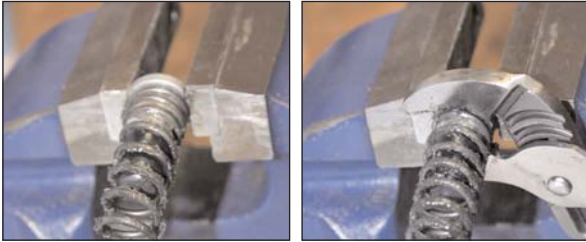


9. Find the flat edge on the top and bottom of the fork spring because that's what you're going to place in the bench vice.



Installation Instructions

10. Place the top of the fork spring into the vice and make sure it's in there nice and snug. Using the channel-lock pliers, turn the spring clockwise until you can finish spinning it off by hand.



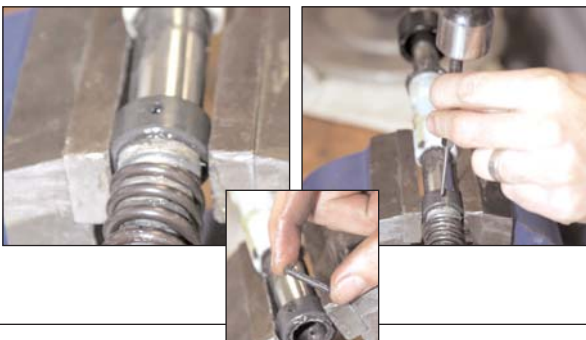
11. Spin the supplied heavy-duty fork spring counter-clockwise onto where you removed the stock spring from.



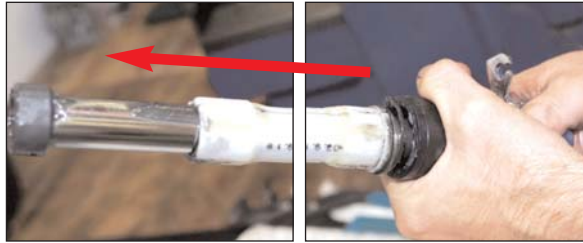
12. Put the lower part of the fork leg into the vice, and again use the channel-lock pliers to remove the stock spring, turning it clockwise, and again re-install the other end of the supplied heavy-duty spring.



13. Put the flat, gray bushing at the bottom of the fork spring into the vice, **but be gentle with it because it can break**. Take a 1/8-inch drift and a hammer and punch out the pin as you see here. **Do not lose this pin.**



14. Grab the rubber fork seal and slide it off of the top of the fork tube, but be careful not to mess up the order the pieces are on the tube because you will put it all back onto the supplied extended chromoly fork tubes in the next step.



15. Slide it all back onto the new fork tube the same way it came off of the stock one, but instead of the stock white bushing, put on the supplied black bushing, widest end first. Then, re-attach the flat, gray bushing that will be held in place with the pin you removed earlier, but make sure you do so by placing it on the fork tube with the shiny side toward the bottom of the fork leg.

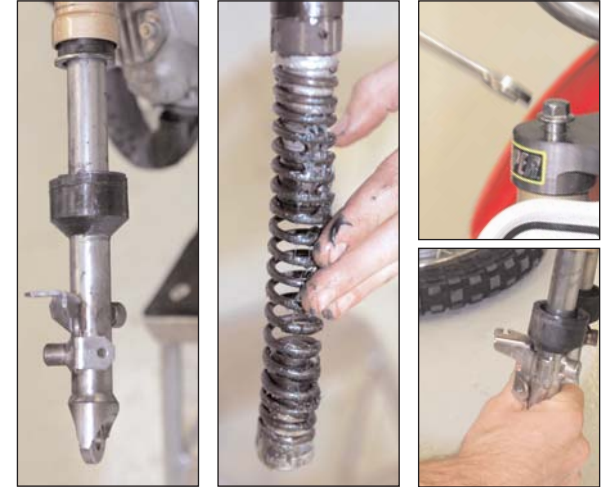


16. Then hammer the pin back into the hole, making sure it's recessed below the bushing because you don't want it scraping the sides of the fork tube. Repeat starting at 10 for the other fork leg.



17. Keep in mind, when you put the fork internals back into the fork tubes, the notches on the top of the internals point toward each other in the front end of the bike.

18. The brake-side fork leg goes on the rider's left. Grease up the fork springs, and then re-insert the fork legs into the upper fork tubes, then reinstall the bolts on the top of the triple clamp and screw them into place, making sure that the notch on the top of the fork internals is pointing inward toward the opposite fork leg. Be prepared to hold the bottom of the fork leg in place in order to tighten the top bolt completely.

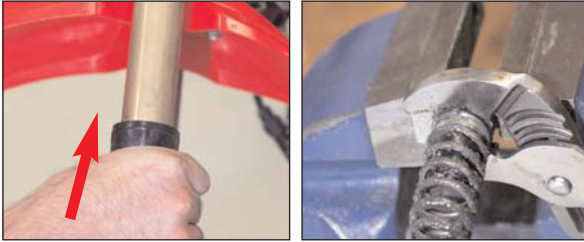


19. Next, reinstall the circlips just like you found it to begin with, and then use an open ended wrench to push it into place until it makes an audible clicking noise.

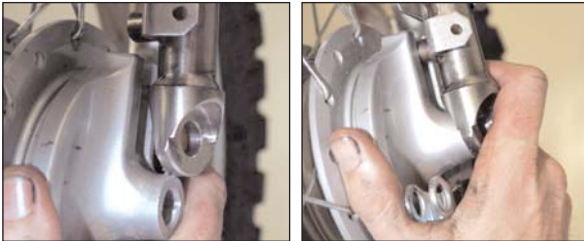


Installation Instructions

20. Slide the rubber boot back up over the junction between the bottom and top of the fork leg.



21. Take the front wheel and re-install it on the bike, making sure that the brake side is on the rider's left, and line up the groove in the drum brake with the notch on the inside of the left fork leg.



22. Now, re-install the front axle and tighten it using a 14mm wrench on the rider's right and a 19mm on the rider's left.



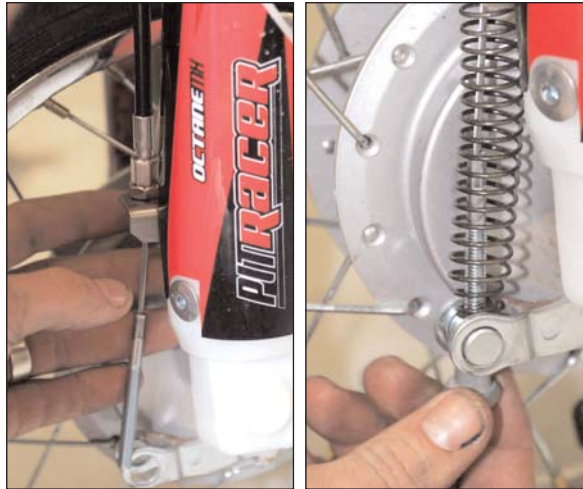
23. Re-install the fork guards using a 5mm Allen wrench.



24. Take the supplied longer front-brake cable, and then route the end with the notch on the cable back into the front-brake lever.



25. Route the bottom end of the brake cable through the fork guard and then through the top tab on the fork tube. Then replace the spring you removed in Step 4, route the threaded end through the tab on the brake assembly, and then replace the wingnut to hold the brake in place.



26. Adjust the brake cable to the desired tension.

27. Carefully double check your work to insure that all hardware is securely fastened.