



25IDS

25MM INDEPENDENT
DAMPING SYSTEM

 **SUZUKI
GSX8-R.**

130-024-230-016

OWNER'S MANUAL

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RECOMMENDED SETTINGS

Fork Stroke	130 mm
Spring No.	36-260-VAR
Preload	8 mm
Air Gap / Oil Height	155 mm
Recommended Oil	5 Wt. (K-Tech HPSF)
Comp Damping (Black)	14 Clicks Out
Reb Damping (Natural)	18 Clicks Out
Fork Position	Manufacturer Spec

K-Tech Suspension Ltd products are manufactured to fit specific brands and models. Under no circumstances should any K-Tech Suspension Ltd products be fitted to an application other than that for which it has been designed, tested and manufactured.

INTRODUCTION

The 25-IDS cartridge has been designed for track use, and are manufactured in the UK using the highest quality materials and processes. The IDS system uses a 25mm piston in each fork leg, and is separated into compression & rebound legs to give optimum damping control; ultimately providing the rider with much improved performance in competitive riding conditions.

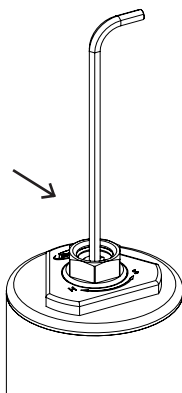
25-IDS cartridges come with the following specifications listed as standard:

- Preload Adjustment
- Compression Adjustment
- Rebound Adjustment

This product is not designed or intended for highway use.

The procedures in this manual should only be carried out by a qualified motorcycle technician. K-Tech Suspension Ltd will not be liable for any damages caused in any way to/by the product and any injuries sustained if the product is fitted or adjusted by someone who is neither an authorised dealer of K-Tech Suspension Ltd or who does not have the relevant qualifications in motorcycle technology. K-Tech Suspension Ltd will also not be liable if the correct tools are not used throughout the process of fitting and adjustment of a K-Tech suspension Ltd product. Please refer to the manufacturer's workshop manual before attempting these procedures. These procedures will require two people, you will need to remove all relevant bodywork and any other parts that may restrict you from carrying out these tasks.

ADJUSTMENT

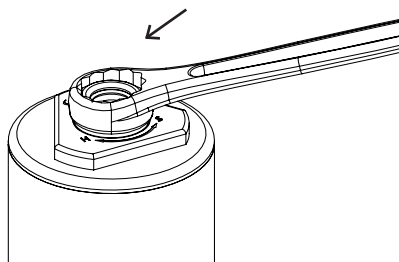


Compression Damping

- Black Allen-Key Adjuster: 32 clicks adjustment range.
- All settings should be made from the fully closed (clockwise position).

Rebound Damping

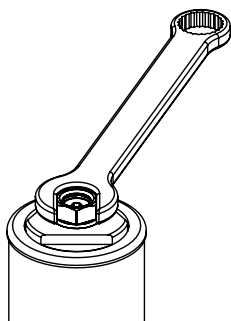
- Natural Allen-Key Adjuster: 32 clicks adjustment range.
- All settings should be made from the fully closed (clockwise position).



Preload Adjustment

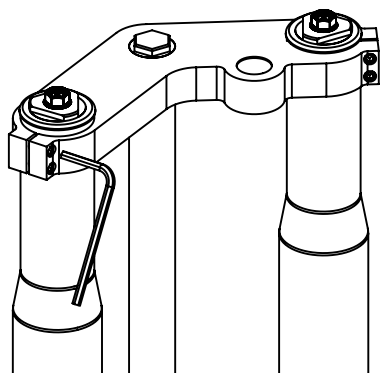
- Preload is adjusted by the 14mm hex on both top caps. Settings should be made from the fully OFF position (Anti-clockwise position).
- 1 Full Turn = 1mm Preload Change

CHANGING FORK SPRINGS



Step 1:

- Remove all preload from both fork legs, using a 14mm spanner on the hex drive in the centre of the top cap.

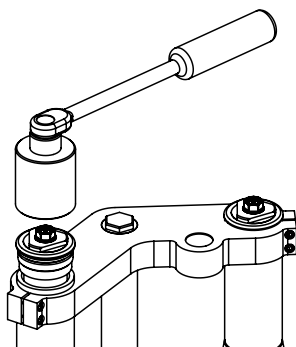


Step 2:

- Loosen the pinch bolts on the upper fork clamp using the appropriate tools.



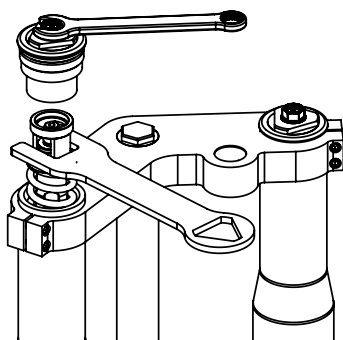
NOTE: Before performing Step 3, ensure that both people supporting the bike are strong and in good health. The motorcycle will be very heavy!



Step 3:

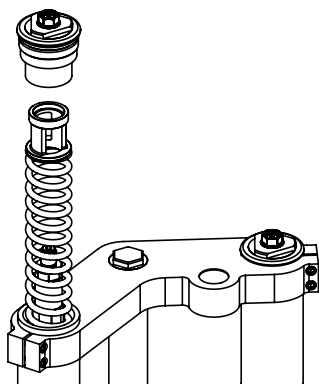
- With the front of the bike supported under the lower fork clamp, loosen both top caps using tool no. 113-010-020 OR 113-020-000.
- With one person on each handlebar, remove the stands from the bike, and gently lower the front until resting on the bottom of the forks.

CHANGING FORK SPRINGS



Step 4:

- Remove the top cap assembly from the piston rod joiner, using a 14mm spanner & tool no. 113-010-020.

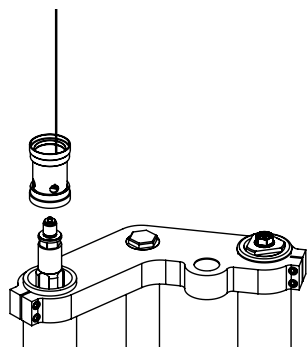


Step 5:

- Slowly remove the nylon spring pusher & main spring from the fork leg.



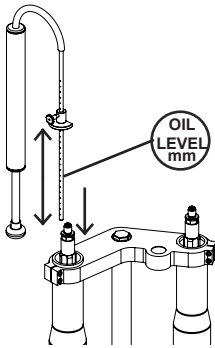
NOTE: It is recommended to use cloths/rags around the top cap bore when removing the spring, to avoid dripping oil onto other components.



Step 6:

- If you have lost a large amount of oil in the process, or wish to alter the air gap, it will be necessary to perform the following actions:
- Firstly, remove the preload spacer from the fork. This can be done by using a piece of thick wire bent into a hook shape to fish the spacer from the bottom of the fork.

CHANGING FORK SPRINGS



Step 7:

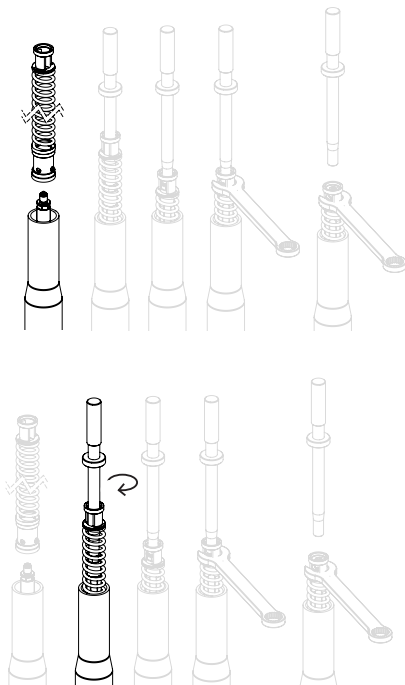
- Ensure that the piston rod is fully compressed.
- Set the stop plate, on tool no. 113-050-500, to the recommended air gap (See 'Recommended Settings' Pg. 2)
- Add at least 100cc of oil into the fork leg. Recommended oil is K-Tech HPSF (5wt)
- Insert the tool until the plate rests on the outer tube. Use the plunger to suck out any excess oil from the fork. Once no more oil is removed, the air gap is set.

Step 8:

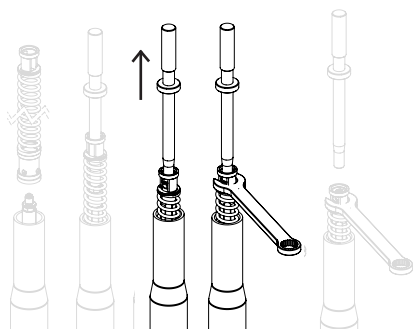
- Drop the preload spacer into the fork tube **FIRST**.
- Next, place your chosen spring into the fork tube, ensuring it seats in the preload spacer.
- Finally, place the spring pusher onto the spring, with the top hat section inside the spring coils.

Step 9:

- Screw the piston pull-up rod tool (No. 113-030-015) onto the rod joiner assembly.

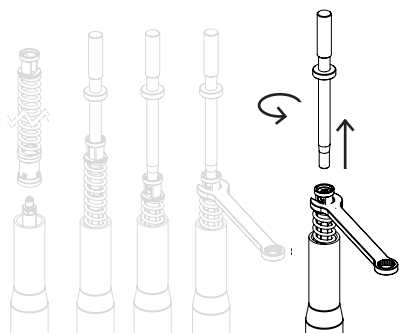


CHANGING FORK SPRINGS



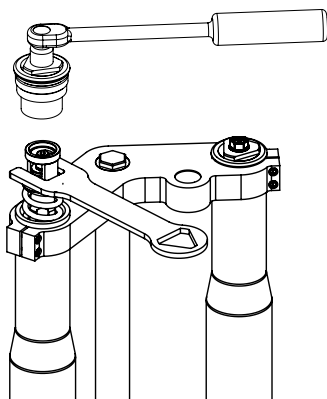
Step 10:

- Pull the piston rod upwards to fully compress the top out spring. This will expose the rod joiner hex in the spring pusher slots.
- Slide tool no. 113-010-020 over the rod joiner hex to hold the rod joiner in place against the main spring.



Step 11:

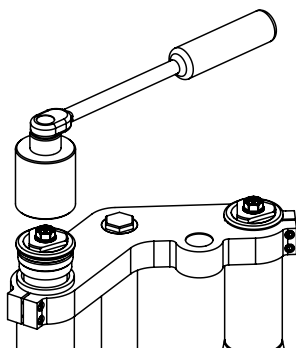
- Unscrew and remove the pullup rod tool.



Step 12:

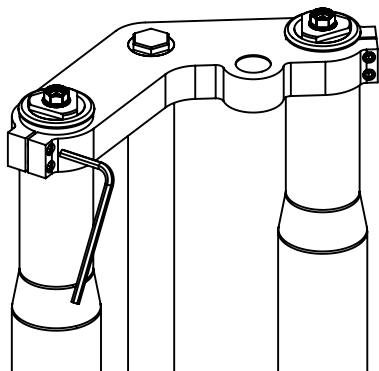
- Screw the top cap assembly onto the piston rod joiner. Wind the top cap down by hand until it stops against the rod joiner.
- Using tool no. 113-010-020, and a 14mm socket, torque the top cap to **20 Nm**.

CHANGING FORK SPRINGS



Step 13:

- With one person on each handlebar, lift the bike up and replace the front stand under the lower fork clamp.
- Screw the top caps back into the forks, using tool no. 113-020-000.
- Torque the caps to **10 Nm**.



Step 14:

- Tighten the pinch bolts on the upper fork clamps to the manufacturer specification, using the appropriate tools.
- Set your spring preload and compression/rebound damping to the recommended settings, or to your own desired values.

Your fork springs have now been successfully changed, and your air gap has been checked/correctly set. Take a short, slow ride on the motorcycle to ensure all components have been fitted/tightened correctly.

SERVICE

K-Tech Suspension Ltd recommend that this product is serviced every 20 hours of use. It is very important that this product is serviced by an authorised dealer, as there are special tools required to guarantee correct performance of this product. K-Tech Suspension Ltd cannot be held responsible for any damage caused to/by the product if a service is overdue or was not conducted by an authorised dealer.



SPEAK TO K-TECH ABOUT SERVICING
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NOTES

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



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