



OWNER'S MANUAL FRONT FORK CARTRIDGE



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K-Tech Suspension Ltd recommend that you check the vacuum pump oil level, pump filter and oil tank filter on a daily basis.

To change the fork springs some specialist tools are required which are not supplied with the cartridge kit;

TOOL DESCRIPTION	TOOL PART No.
TOP CAP TOOL TRDS	113-160-003
TOP CAP SPANNER	113-010-020
OIL LEVEL TOOL	113-030-500
PISTON ROD PULL UP TOOL	113-030-015



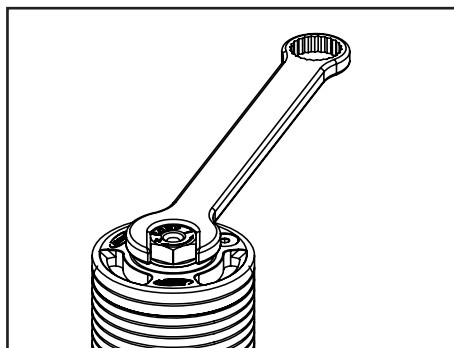
INTRODUCTION

The TRDS Front Fork Cartridges have been designed to fit original equipment front forks to use at the highest levels of competition, these high quality replacement cartridges are designed and manufactured in the UK using the highest quality materials and processes available. The closed cartridge pressurised Through Rod Damping System uses 25mm diameter pistons with an 8mm piston rod for precise damping control. This unique damping system uses one leg for compression damping and one leg for rebound damping making each circuit independent for adjustment.

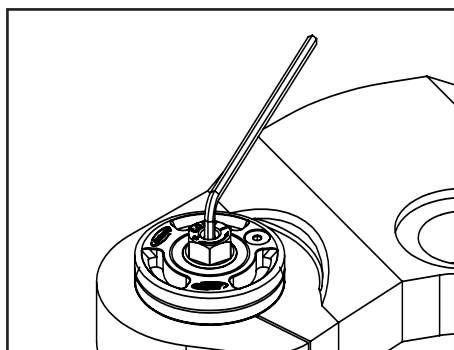
ADJUSTMENT



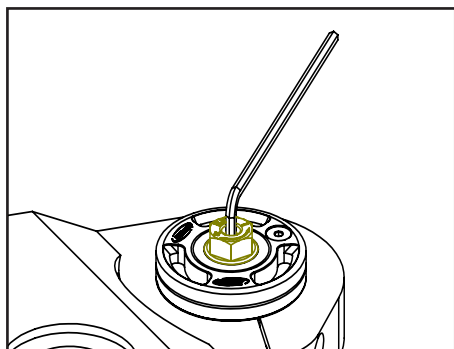
The K-Tech TRDS cartridge kits are adjustable by the following external adjusters.



Spring Preload:- 14mm hex nut in centre of the fork caps.
 Spring preload has 18mm of adjustment, 1 turn on hex nut equals 1mm of preload on spring.
 Spring preload should be set from the fully open (anti-clockwise) position.



Compression Damping:- 3mm allen key in centre of the **BLACK LEFT** hand fork cap.
 Adjustment range is 36 clicks.
 All settings should be made from fully closed (clockwise) position.



Rebound Damping:- 3mm allen key in centre of the **NATURAL RIGHT** hand fork cap.
 Adjustment range is 36 clicks.
 All settings should be made from fully closed (clockwise) position.

SETTING THE FORK

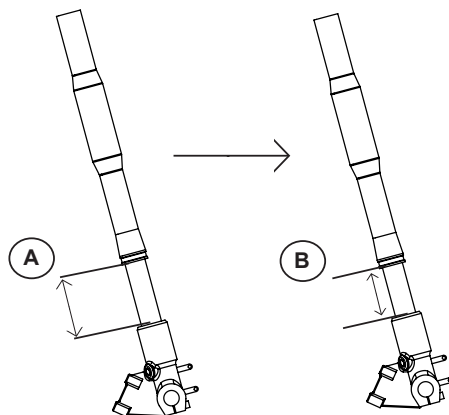
When the fork is fitted to the bike there is some basic geometry you should check with the preload adjustment, to do this you need to support your bike so the front wheel is lifted off the ground.

To set the preload on forks a 14mm socket or spanner is required. Preload is very important as it effects the attitude of the motorcycle and the angle of the forks.

To check the preload on your forks support the motorcycle on a stand so the front wheel is fully off the ground, make sure the fork is fully extended by pushing down on the wheel and measure the amount of chrome tube there is extending from below the seal to the axle bracket at the bottom of the fork. Make a note of this. (A)

Take the bike off of the stand and push down on the handlebars a few times allowing the bike to settle. Measure the same points as before and make a note of it. (B)

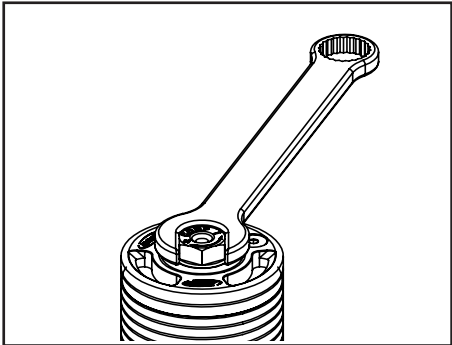
Subtract the second measurement - See Fig (B) from the first measurement - See Fig (A), this measurement should be between 25-35mm. If you do not have this measurement you need to adjust the preload with the 14mm hex on the top cap until you achieve this figure.



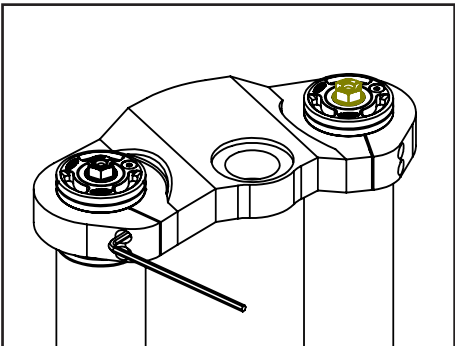
CHANGING THE FORK SPRINGS

Before changing fork springs make a note of the spring preload, compression and rebound damping settings.

1.



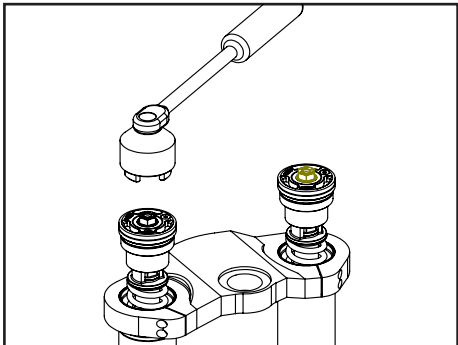
Remove all the preload from both forks using the 14mm hex in the centre of the top cap.
2.



Loosen the clamping screws in the upper clamp.



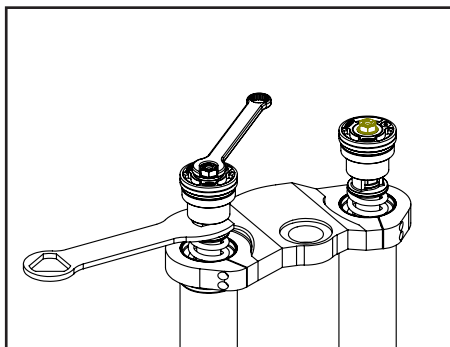
Before performing step 3 please ensure the persons holding the handle bars are strong and in good health as the motorcycle maybe very heavy when lowered.
3.



With the bike supported under the bottom fork clamp unscrew both fork caps with top cap socket - Tool No. 113-160-003. With one person on each handle bar remove the stand from under the bottom fork clamp and slowly lower the bike.

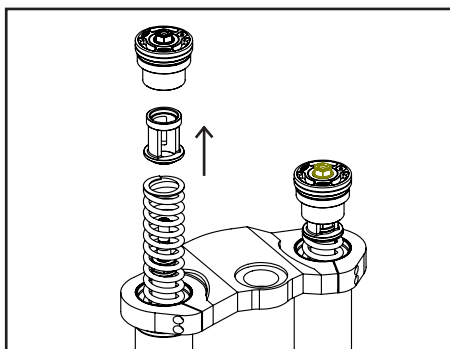
CHANGING THE FORK SPRINGS

4.



Remove the top cap assembly from the piston rod joiner using a 14mm spanner and Tool No. 113-010-020.

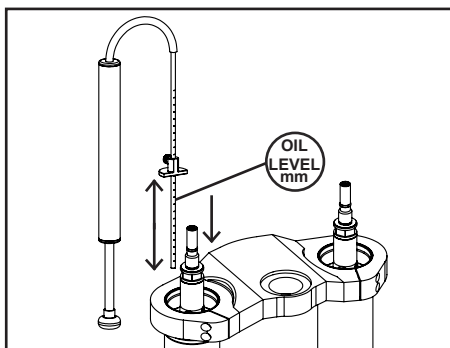
5.



Remove the nylon spring pusher and the main spring slowly, keeping as much oil in the fork leg as possible.

If a large amount of oil has been lost whilst removing the spring it is necessary to check the oil level.

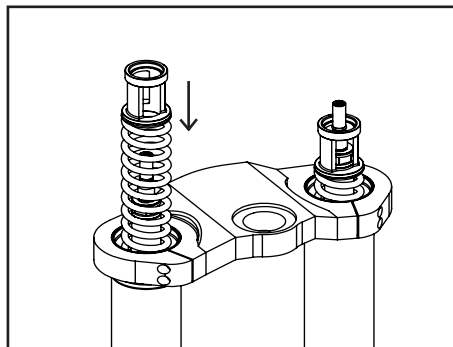
6.



To check the oil level in the fork use - Tool No. 113-030-500. Add approximately 100cc of oil to the fork, insert the oil level tool to the preset stop (see recommended settings) and suck out any excess oil. The piston rod should be fully compressed downwards when performing this procedure.

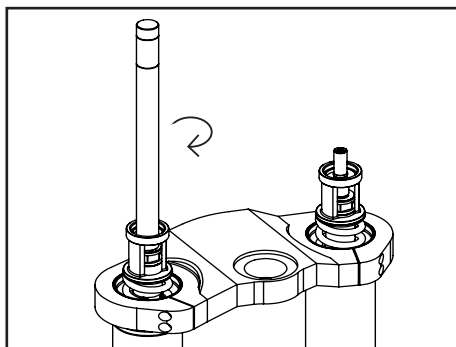
CHANGING THE FORK SPRINGS

7.



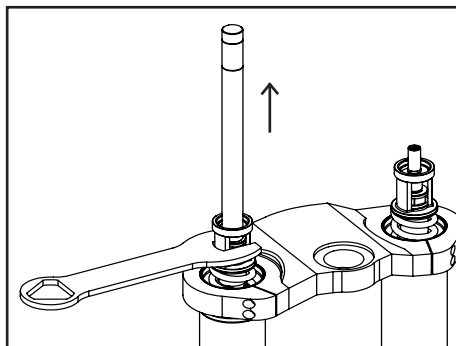
Refit spring you are choosing to use and the nylon spring pusher.

8.



Using the pull up rod
- Tool No. 113-030-015 screw
this onto the piston rod joiner.

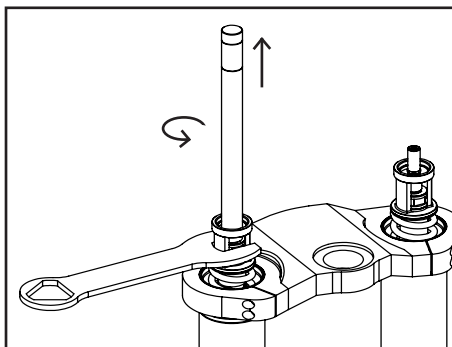
9.



Pull the piston rod up and locate
Tool No. 113-010-020 through
the nylon spring pusher onto the
17mm hex on the piston rod joiner.

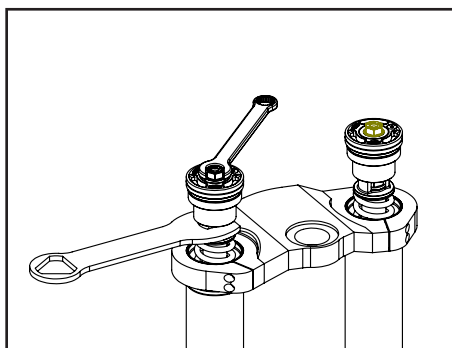
CHANGING THE FORK SPRINGS

10.



Remove the piston rod pull up tool.

11.

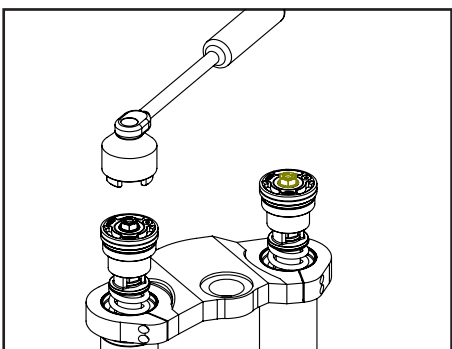


Fit the correct top cap onto the piston rod joiner using Tool No. 113-010-020 and a 14mm socket. Tighten the top cap to the piston rod joiner torque load to 20N/M (14.75lb - ft).



Fork cap with black adj in LH fork.
Fork cap with natural adj RH fork.

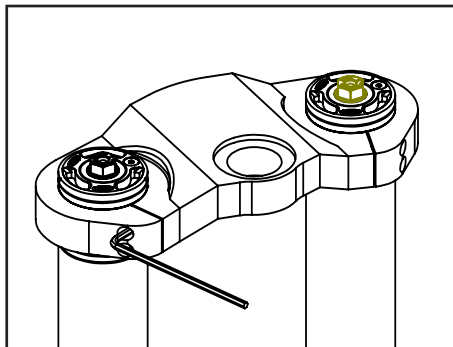
12.



With one person on each handlebar slowly lift the bike and support the bike under the bottom fork clamp so the wheel is off the ground. Refit the top caps to the fork legs and torque load to 10N/M (7.35 lb-ft) - using Tool No. 113-160-003.

CHANGING THE FORK SPRINGS

13.



Tighten the upper fork clamp bolt to manufacturer's specification and adjust preload and damping settings to previous or recommended settings.

Packaging

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.

www.ktechsuspension.com/service-centres-and-partners

RECOMMENDED SETTINGS

Preload	8-10mm
Fork oil	5wt.
Comp damping L/H leg	-16 Clicks out
Reb damping R/H leg	-16 Clicks out

PART No.	MAKE	MODEL	FORK STROKE (mm)	SPRING RATE (N/mm)	AIR GAP (mm)
160-011-010-020	APRILIA	RSV4R SACHS	130	10	220
160-011-150-010	KAWASAKI	ZX-6R	130	9	230
160-011-230-010	SUZUKI	GSX-R 600	130	9	230
160-012-030-020	HONDA	CBR1000RR SHOWA	130	10	220
160-013-030-020	BMW	S1000RR 2015-18/HP4 2013-14	130	10	200
160-013-150-015	KAWASAKI	ZX- 636R	130	9	230
160-015-270-020	YAMAHA	YZF-R1	130	10	220
160-015-270-025	YAMAHA	YZF-R1M	130	10	220
160-016-150-020	KAWASAKI	ZX-10R	130	10	220
160-017-010-020	APRILIA	RSV4RF	130	10	220
160-017-130-010	HONDA	CBR600RR	130	9	230
160-017-130-025	HONDA	CBR1000RR SP	130	10	220
160-017-230-020	SUZUKI	GSX-R1000	130	10	220
160-017-230-025	SUZUKI	GSX-R1000RR	130	10	220
160-017-250-015	TRIUMPH	STREET TRIPLE 765RS	130	9	230
160-017-270-010	YAMAHA	YZF-R6	130	9	220
160-018-070-020	DUCATI	V4 PANIGALE	130	10	220
160-019-030-020	BMW	S1000RR 2019>	130	10	220
160-019-070-020	DUCATI	V4R	130	10	220
160-020-010-010	APRILIA	RS660	130	9	230
160-020-130-020	HONDA	CBR1000RR-R SP	130	10	220
160-020-130-025	HONDA	CBR1000RR	130	10	220
160-020-155-020	KTM	890R	135	10	220
160-021-130-010	HONDA	CBR600RR	130	9	230
160-021-270-015	YAMAHA	R7	130	9	230
160-021-270-025	YAMAHA	YZF-R1M 2021	130	10	220
160-022-070-020	DUCATI	PANIGALE V4S	130	10	220
160-032-250-020	TRIUMPH	STREET TRIPLE MOTO 2	130	9	230



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