

## 25-008-20 – Africa Twin Fork Re-Valve Kit

### Introduction

This fork piston kit includes the following assemblies:

- 2x Main Piston Assembly
- 2x Base Valve Assembly
- 2x Fork Bottom Piston Retainers
- 2x M6 Fuji Lock Half Nuts

The factory forks are often criticized for being too soft and diving under brakes. Some people enjoy the plushness and it's just fine for long highway tours, but if you're playing in the dirt the lack of front-end feel can be concerning.

Once this kit is fully installed (and if you still have the stock fork springs), wind the preload in 8-10mm (or 8-10 turns, as each turn is 1mm more preload). To start with, set the rebound adjuster on the fork caps at 2 turns out from full hard, and the compression adjuster on the bottom of the fork at 5 clicks out from full hard.

These instructions assume that you have the tools and knowledge required to disassemble and reassemble the forks. If not, see your workshop manual or nearest suspension specialist.

### Bottoming Piston Retainer

The standard bottoming retainer is peened on and is best removed on a lathe by cutting the peened side (see below) slowly until it releases from the circlip. Remove the circlip from the shaft.



Cut the peened side until the retainer releases from the circlip



The retainer should be free from the circlip, allowing you to remove the circlip from the shaft

Alternatively, the retainer can be removed by using a punch and a soft mallet, however, care should be taken not to damage or bend the thin shaft. With the retainer free, remove the circlip holding the bottom cone onto the body, keeping only the bottoming cone. From here you can remove the shaft from the cartridge exposing the main piston.

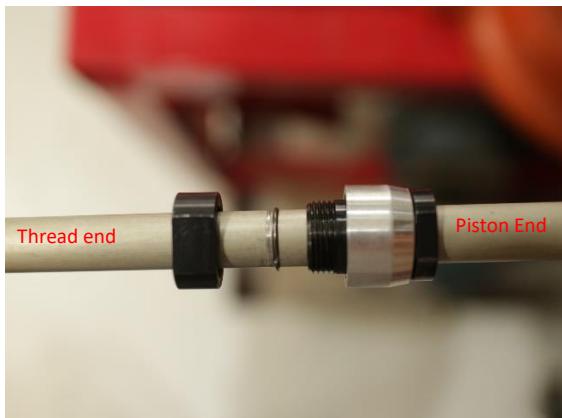
**At this point, please refer to the instructions for the main piston below, and once complete, the new fork bottoming piston retainer can be installed once the piston is back in the cartridge.**



Remove the circlip and remove the bottoming cone

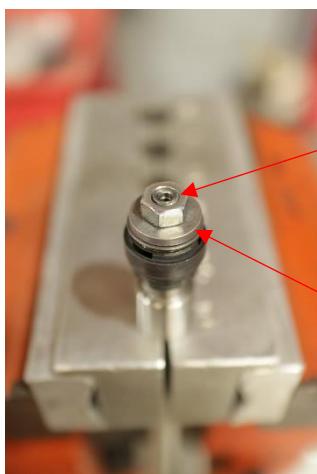


Slide the bottoming cone onto the new retainer included in the kit and place this assembly onto the shaft, in the direction shown below. Put the circlip back on and screw the cap onto the retainer, with the circlip sandwiched inbetween. Tighten the cap down with a 14mm spanner.



## Main Piston

The nut holding the factory main piston assembly is peened on and will require the use of a belt sander or file to remove the peened edge.



Sand or file this face until the nut can be removed

Keep this spacer

Once the nut is removed, remove the factory piston assembly from the tower, keeping only the thick spacer that was directly under the nut. Remove the nylon nut from the new main piston assembly whilst keeping a hold on the bottom plate as the assembly is under spring pressure. Place the nylon bolt on top of the tower and slide the entire assembly off the bolt, and onto the tower



Place the spacer that you kept from before on top and tighten the whole assembly down with the supplied lock nut. Depress the bottom shim stack with a pick, it should move with only a small amount of force. If it does not move easily then the shim may be caught on the tower, loosen the assembly and align the shims on the seat and re-tighten.



## Base Valve

Like the main piston, undo the socket head bolt holding the base valve together. Remove the nylon nut from the new assembly and apply a small amount of Loctite to the thread. Reassemble.



Depress the shim stack with a small pick to check that the shims were not caught during the assembly process.

## Problems?

If you're having problems or are unsure of what to do, please contact Teknik by visiting our website.

[www.teknikmotorsport.com/contact-us](http://www.teknikmotorsport.com/contact-us)

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