



4/5 Harford Street

Penrith NSW 2750

P 02 4732 2626

sales@teknikmotorsport.com

Aprilia Tuareg Fork Kit

25-047-00




This kit has been developed and validated using our dynamometer to ensure it performs as well as it looks. This kit was designed to last and is machined from aerospace grade aluminum and steel. It will deliver suspension feel and adjustability equivalent to a full cartridge replacement at a fraction of the price and won't leave you with bent shims.

Difficulty Rating:

3/5 Thrown Spanners



Before you begin read these instructions thoroughly. This kit will require grinding/filing of suspension internals. If done incorrectly you will cause irreversible damage. If you are not a suspension professional do not attempt to do this without the assistance of one.

	CAUTION! PERSONAL HARM OR INJURY MAY OCCUR
	Take extra care in this step
	Check service components

You will require the following tools to complete this installation:

- 10mm Open Spanner
 - 14mm Open Spanner
 - 19mm Open Spanner
 - 24mm Open Spanner
 - 10mm Shaft Clamp
 - 24mm Cartridge Clamp
 - 8mm Hex Key
 - 10mm Socket
 - Bench vice
 - Fork Bleed Tool
 - Fork Oil Level Tool
 - Flat Head Screw Driver
 - Fork Spring Compressor
 - Blow torch (Optional)
 - M6 x 1 mm Die Nut or Die
 - KYB Cartridge Holder
 - Precision torque wrench (5Nm–20 Nm)
 - Fine Metal File
- You will also need:
- Thread lock
 - 2L of 2.5 Wt Fork Oil
 - Brake Cleaner



Step 1:

Begin by preparing a work area and assembling all the parts and tools you will need. Then remove the forks from your motorcycle according to the owners manual.

Step 2:

Set the compression leg aside for the time being (The comp leg has comp written on it and the rebound side has ten marked on it). We'll do the rebound first.

Step 3:

Clamp the fork leg in a vice with soft jaws to prevent scratching then remove the top cap with a 24mm spanner. You can now use a spring compressor to give you access to the 14 mm jam nut. Once it's loose remove the cap, the spring perch, pushrod and the spring.



Step 4:

With all of that removed drain out as much oil as you can. Then remove the jam nut and spring guide. You should now have removed every part you see in the bottom right picture.



Step 5:

Clamp the fork by the foot and use a cartridge tool to hold the cartridge and remove the bolt holding it into the axle lug with a 8mm hex. Make sure you don't lose the copper crush washer.

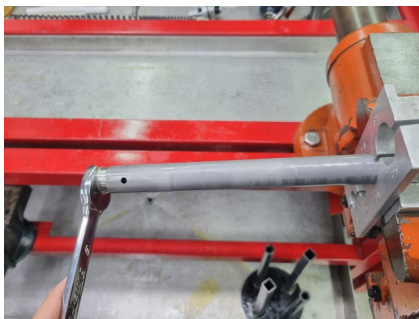


Step 6:

Remove the cartridge from the fork leg and drain the remaining oil. Place the fork upside-down to drain. Then clamp the cartridge in a 24mm cartridge clamp.

Step 7:

Remove the bottom nut with a 19mm spanner and replace it with the tower marked as rebound using thread lock.



Step 8:

Now using the cartridge tool remove the seal case from the cartridge, so you can remove the entire rod and piston assembly.



Step 9:

We'll be reusing the OEM tower and needle on the rebound side but we'll be replacing the piston. In order to do this you will need to grind off the peen used to secure the nut. If you've never done this before the best way to do it is with a file. File down the end of the tower until you get down to the nut. You should then be able to remove it. If it isn't moving somewhat freely file some more away. Once its removed take everything else off the post, you won't need it anymore.



Step 10:

It's best practice now to file a chamfer back onto the thread and to pass an M6 x 1 die over it to straighten the threads back out just in case.



Step 11:

Spray some compressed air and/or brake cleaner through the tower to make sure there's no metal shavings trapped inside.



Step 12:

Congratulations!!
You've just done the hardest part. You can now place the new piston assembly on the tower and tighten it down with the included fuji nut to 7 N/m.

Make sure the check plate is seated properly but do note it should be very difficult to move. This is by design.



Step 13:

Reassemble the cartridge using thread lock on the seal case and install it back into the fork leg. Fill it with 2.5 Wt oil pumping the cartridge and topping up as you go until no more air bubbles float to the surface.

Reinstall the spring guide and jam nut.

Wind the adjuster all the way out (counter clockwise) and then wind it in counting 20 clicks. You can now re-install the spring and the top cap.

You're now done with the rebound leg.



The compression side is similar to the rebound however we'll be replacing the entire tower so there's no grinding involved.

Step 14:

Remove the cartridge the same way you did with the rebound and replace the bottom nut with the one marked compression.

Step 15:

Remove the cartridge rod by removing the seal head and clamp it in a 10mm cartridge rod clamp.



Step 16:

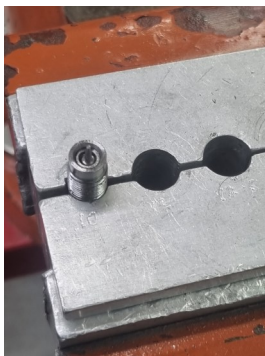
Using a 14mm spanner remove the compression tower. It may help to use some heat to break the thread lock they come installed with.

Step 17:

Remove the spring and the OEM needle, we won't be reusing them.

Replace the needle with the one supplied and place the new supplied spring over it.

Apply thread lock to the threads on the damper rod and install the new tower using a 14mm spanner.



Step 18:

Reassemble the cartridge and fork leg as you did with the rebound side and you're now finished.



Step 19:

Re-install them into the bike and take it for a test ride. It's a good idea to check the fork oil level after just to make sure it was completely bleed. Also be aware the forks will be drastically different (good different) so be prepared. Also make sure you wind the clickers out to 10 from full hard this is a good starting point.



Now that you've finished, and taken it for a test ride. Lets get the forks dialed in. You'll find detailed instructions on how to fine tune your forks on our website and we've included a handy table for you to experiment and record in.

Clickers			
Rebound (Clicks)	Compression (Clicks)	Preload (Turns)	Comments

