4/5 Harford Street
Penrith NSW 2750
P 02 4732 2626
sales@teknikmotorsport.com

MT 450 Fork Kit
25-049-00

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. 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.

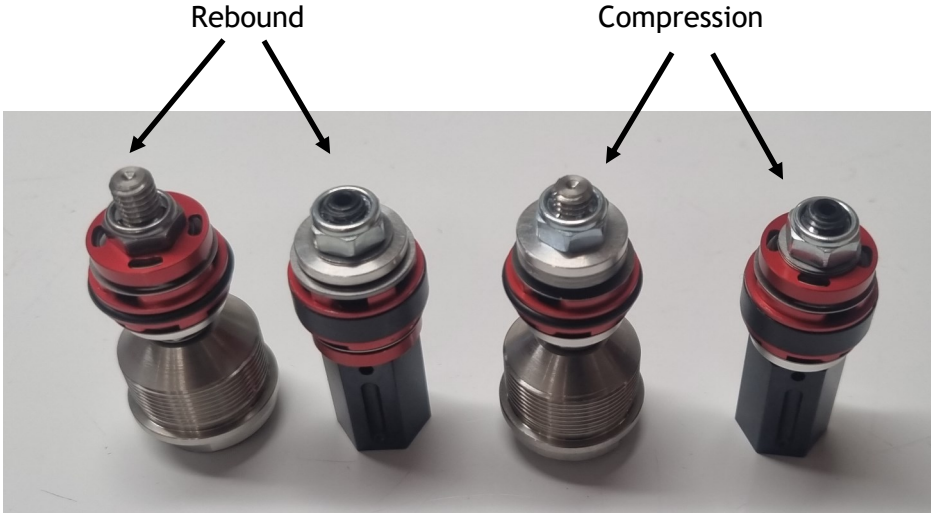
	**CAUTION! PERSONAL HARM OR INJURY MAY OCCUR**
	Take extra care in this step
	Check service components

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)
- CF Moto Cartridge Holder

You will also need:

- Thread lock
- 2L of 5 Wt Fork Oil
- Brake Cleaner


Rebound
Compression

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:

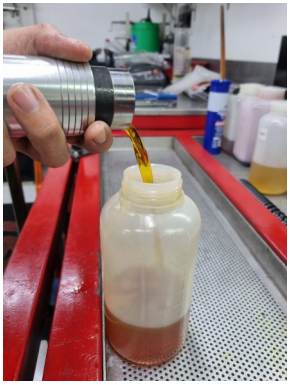
Set the rebound leg aside for the time being (The compression leg has comp written on it and the rebound side has ten marked on it). We'll do the compression first.

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 cap jam nut. Once it's loose remove the cap, the spring perch, pushrod and the spring.

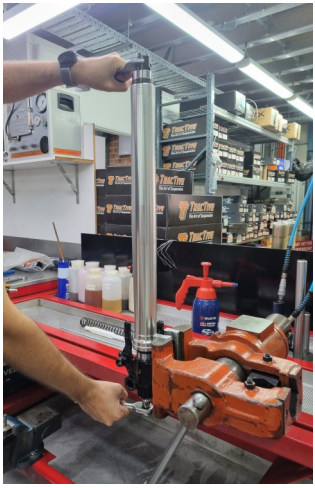
Step 4:

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. Alternatively, you can use an impact driver on the 8mm hex while applying tension to the damper rod.

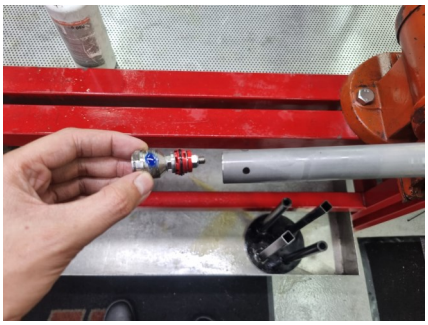


Step 6:

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 and 24mm clamp remove the seal case from the cartridge, so you can remove the entire rod and piston assembly.

Step 9:

Now clamp the damper rod in a 10mm cartridge rod clamp.

Step 10:

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

Step 11:

Remove the spring and the OEM needle.

Grease the o-ring on the needle and install it. Then 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.

Note: If you're having difficulty removing the needle, you can push it out easily with the pushrod.

If you need help identifying the compression tower and rebound tower The compression has a check valve on the top (see page 3).

Step 12:

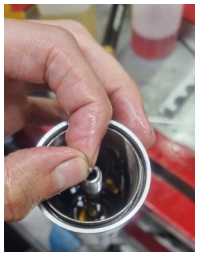
Reassemble the cartridge using thread lock on the seal case and install it back into the fork leg. Fill it with 5 Wt oil pumping the cartridge and topping up as you go until no more air bubbles float to the surface. Once no more bubbles float up and the cartridge offers a noticeable amount of resistance as you pull up set the oil height to 110mm.

Drop one of the supplied 3mm ball bearings down the damper tube then reinstall the pushrod on top.

Re install 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.



Step 13:

The rebound side is similar to the compression. Follow steps 3 to 12 using the supplied rebound parts.

Step 14:

Now you can re-install your forks 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 bled. 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. We've also included the spec that kit shipped with in case you'd like to experiment with valving.

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

Compression Base Against Piston	
1	06.16.10
2	06.18.15
3	06.16.15
4	06.14.15
5	06.12.15
6	06.09.30
7	06.16.20

Compression Tower Against Piston	
1	2 x 06.18.15
2	06.16.10
3	06.08.20
4	06.16.10
5	06.14.10
6	06.12.30

Rebound Base Against Piston	
1	06.16.10
2	2 x 06.18.10
3	06.16.10
4	06.14.10
5	06.12.10

Rebound Tower Against Piston	
1	6 x 06.18.10
2	06.14.10
3	06.18.10
4	06.16.10
5	06.14.10
6	06.12.10
7	2 x 06.08.20