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## **Tenere 700 FORK KIT**

### **30-161-01**

This kit has been developed and validated using our dynamometer as well as extensive offroad testing 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.



These kits were designed to make installation as easy as possible so any suspension specialist or even an advanced backyard mechanic is able to perform the installation. However this kit will require the disassembly of the fork and cartridge which requires advanced technical skills and improper installation is dangerous. We recommend you have this product installed by an experienced professional. These instructions make the assumption you are able to remove the forks from the bike.

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

You will require the following tools to complete this installation:

- 14 mm Hex Wrench
- 14mm Open Spanner
- 17mm Open Spanner
- 19mm Open Spanner
- 17mm socket
- 10mm Shaft Clamp
- 24mm Shaft Clamp
- KYB Cartridge Tool  
*93-049-00 or 000.0587*
- Bench vice
- Fork Bleed Tool  
*08-080648*
- Blow torch (Optional)
- Vernier Calipers

You will also need:

- Thread lock
- 2L of Fork Oil (5Wt)  
16-19 cSt @40°C
- Brake Cleaner

QTY	Part
2x	Compression Assembly
2x	Rebound Assembly
2x	Rebound Needles
2x	Rebound Needle Springs
2x	Preload Spacers



**Step 1:**

Begin by removing the top cap of the fork with a 19mm spanner. And draining the oil.



**Step 2:**

Using a 17mm spanner hold the jam nut on the spring guide, then remove the fork cap and spring.



**Be careful when removing the fork cap as the spring will be under tension.**

**Step 3:**

Using a 14mm hex wrench and a KYB cartridge tool remove the OEM compression adjuster.



**Step 4:**

You will now be able to remove the cartridge. Once you have removed the cartridge from the fork tube pump it a few times to remove any oil left inside.

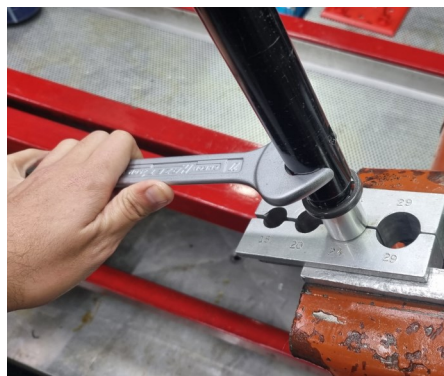


**Now would be a good time to inspect/change the oil seals and bushings on your motorcycle. We have both available on our website or give us a call.**

#### Step 5:

Clamp the end of the cartridge in a 24mm shaft clamp and use the cartridge tool to remove the bottoming cone. This will allow you to remove the piston rod and piston.

If you have difficulty with removal of the bottoming cone the application of heat may make it easier to remove. Be sure to practice caution if you choose to use heat to remove the part.



#### Step 6:

Clamp the piston rod in a 10mm shaft clamp, and using a 14mm spanner remove the piston, needle and spring.

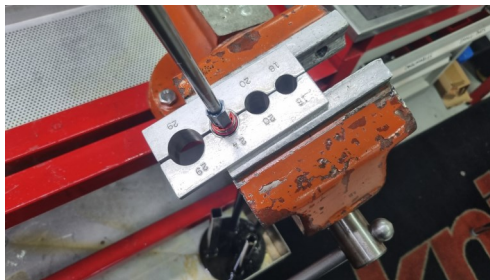
Note:

Using the pushrod is an easy way to remove the old needle.



Step 7: Install the new needle and spring with a bit of grease.

Step 8: Apply thread lock to the damper shaft and tighten on the new tower.



Step 9:

Clamp the end of the cartridge in the 24mm shaft clamp again. Then install the piston into the cartridge. Apply thread lock to the bottoming cone and tighten it onto the cartridge.

Step 10:

Slide the cartridge back into the fork tubes.

Step 11:

Apply thread lock to the compression bolt and using the damper tool and a 17mm socket reinstall the cartridge torquing to 55 N·m.





**Step 12:**

You are now ready to refill your oil and bleed the forks. The recommended oil height is 85mm.



**Step 13:**

Install the preload spacer onto the bottoming cone. It has a little lip that will hold it in place once it is squashed by the spring. Replace the springs, we recommend changing the springs to suit your weight however the decision is yours if you want to keep the OEM springs.



**Step 14:**

Replace the fork caps.

**Step 15:**

Refit the forks to the motorcycle as per the owners manual and congratulations you have finished the installation.

We recommend you start with both clickers set to 5.



**Be aware you have just made a large change to your motorcycle suspension and it may take some getting use to. Take it for an easy test ride to make sure the install has been done properly and ride well within your abilities until you become acquainted with the new suspension feel.**

Clickers		
Rebound (Clicks)	Compression (Clicks)	Comments
5	5	This is our recommended starting setting