



# ***Hyperpro Spring Mounting Manual***



**Setup 5: Standard torque settings for bolts**

| Size | Strength class |      |      |
|------|----------------|------|------|
|      | 8.8            | 10.9 | 12.9 |
|      | Torque [Nm]    |      |      |
| M4   | 3,2            | 5    | 6    |
| M5   | 6,4            | 9    | 11   |
| M6   | 11             | 16   | 19   |
| M8   | 27             | 39   | 46   |
| M10  | 53             | 78   | 91   |
| M12  | 92             | 135  | 155  |
| M16  | 230            | 335  | 390  |
| M20  | 460            | 660  | 770  |
| M24  | 790            | 1150 | 1300 |
| M30  | 1600           | 2250 | 2650 |
| M36  | 2780           | 3910 | 4710 |
| M42  | 4470           | 6290 | 7540 |

## HYPERPRO Spring Mounting Manual Content

### Front Fork Springs

Telelever front suspension is disassembled as a mono shock (rear suspension)

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\* Special tools are used

### Rear Suspension Mounting

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### Rear Shock Springs

The shocks with and without damping adjustment are disassembled similarly. Note that shock absorbers can not be opened, as this depressurizes the damper.

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### Motorcycle Setup

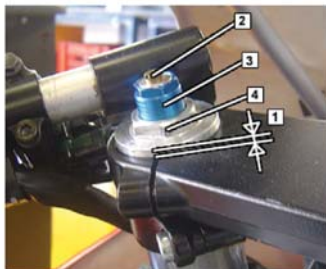
| <b>Setup</b> |                                       | <b>Page</b> |
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Note the pictures in this manual are used to indicate the working procedure. Your situation may look different from the pictures shown.

## Front fork 1: Right side up

- 1 Measure the distance from the top of the tubes to the top fork clamp (1)  
Loosen the top fork clamp bolts. Loosen but not remove the fork screwcaps (4)  
**Tip:** Use a piece of paper to help protect the caps from damaging.

If this is not possible in the normal position, move the forks down in the clamps (the wheel has to be removed for this), retain the tubes in the bottom clamp, at about 30 mm distance. Loosen the caps.



Removing the fork first and later unscrew the caps is difficult, it is virtually impossible to counterhold the fork. Always use the fork clamp to hold the fork; never place the fork in a vice as this causes damage to the tubes. It is possible to counter hold the fork by hand when a compressed air wrench is used.

- 2 Place the bike stable with the front wheel off the ground. Remove the front fork from the bike. View the bike manual for details.

- 3 Remove the screwcaps (4) from the fork.

**Note:** The caps are under tension from the preload on the spring, be careful when removing.

- 4 Remove the parts from the fork: preload bush (5), ring(s) and spring. Note how the parts fit, sometimes there is a tapered end on one side of the spring.

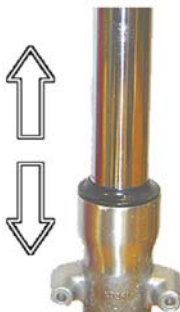
Pour the old oil into a tank. Hold the fork upside down and compress and decompress the fork to pump all the oil out of the fork ( $\pm 10$  to 20 times, until there is no damping felt)

Old oil is harmful for the environment, dispose of it properly.

- 5 Inspect the parts for their condition. Broken parts and/or leaking seals should be replaced. If an oil seal is replaced, be sure to also check the inner tube for damage.  
Clean all the parts before reassembly.

- 6 Fully compress the fork and fill it with HYPERPRO fork oil of the right viscosity (see frontpage: **HYPERPRO OIL**) until about 200 mm under the edge.

**Pump all the air out of the fork by compressing and decompressing the fork ( $\pm 10$  to 20 times)**





- 7 Measure the oil level (air chamber): Compress the fork fully, with the loose parts (ring(s), preload bush and spring) removed. Make sure the fork is compressed in the **hydraulic lock**; when the compressing becomes heavier, push further until steel to steel contact is felt. The oil level is the distance between the top of the tube and the oil inside. Hold the fork straight up. Use a tape measure; slide it in until it just lightly touches the oil in the fork. Hold it against the upper edge of the tube. Add or remove oil until the setting on the frontpage is reached (see: **OIL LEVEL**) Make sure there is no air in the fork (see step 6)

- 8 Mount the HYPERPRO spring in the fork. View the frontpage for the mounting direction, usually the progressive side (circle) is mounted up. Sometimes there is a sticker marking which side up. Fit the spring without the sticker. Fit the ring(s) and the preload bush if present. The mounting order of the parts is the same as original. **Unless there is a remark on the frontpage**



- 9 Mount the screwcaps (4) in the fork. Hold the inner tube and compress the spring using the cap. Screw it in the inner tube; make sure the cap is screwed a few turns in before releasing the pressure as the spring preload pushes the cap out, it could jump out when released.

For screwcaps with rebound adjustment rod: Make sure the adjustment rod fits correctly in the cartridge. The adjustment rod should fit in the middle of the cartridge; it falls over an adjustment mechanism inside the fork and usually fits one way because of the flat side on the adjustment rod. The rod slides smoothly over the adjuster inside, don't push on the cap as this damages the adjustment rod. If there is a gap between the preload bush or spring and the cap, the adjustment rod is not fitted in the cartridge correctly, take it out and fit it again until it is placed correctly.



Screwcap with rebound adjustment rod

When the cap is placed correctly, the bottom of the cap lies on the **preload bush or spring**, with (almost) no room in between. Push on the cap, **directly compressing the spring** so the cap can be screwed in the fork. Be careful when mounting, the spring preload pushes the cap out. Be sure the cap is a few turns in before the pressure is released; else the cap could jump out.

- 10 Set the spring preload (3, if available) as specified on the frontpage (see: **SPRING PRELOAD**) Less rings showing indicates more preload, the preload can be adjusted to set the static sag, view setup chapter 2. The forks with reversed preload (check the **frontpage** for a **remark**) have a bush (11) which slides up and down in the cap (4) using screw (3) More rings (10) showing indicates more preload; normally more rings indicate less preload. The turning direction is the same; clockwise for more preload.



Fork cap with reversed preload

Set the rebound damping (2, if available) as specified on the frontpage (view **REBOUND**) The rebound adjustment screw is located on the top of the fork. The positions are counted from the longer click outwards. Turn counter clockwise until one click feels longer; that is position one. Start counting the clicks from there.

- 11 HYPERPRO fork lubricant reduces the friction of the front fork. Carefully prise off the dust seals from the outer tube of the fork with a small flat screwdriver. Put the grease on the inner tube of the fork. Move the fork in and out. Repeat this. Put some grease on the dust seals to make them slide in more easily. Refit the dust seals and remove the excess grease.
- 12 Mount everything on the bike. Fit the fork at the distance as measured at step 1; **Unless there is a remark on the frontpage** Make sure everything is tightened to the correct torque setting.
- 13 Loosen the clamping bolt(s) of the front axle.

Push the front fork a few times as deep as possible to let the fork settle itself in the position with the least friction.

Tighten the front axle bolt(s)

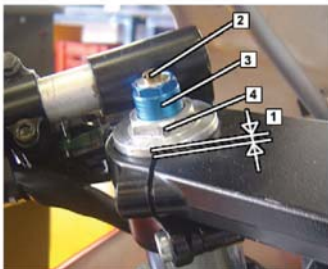


# HYPERPRO

## Front fork 2: Right side up, with cartridge

- 1 Measure the distance from the top of the tubes to the top fork clamp (1)  
Loosen the top fork clamp bolts. Loosen but not remove the fork screwcaps (4)  
**Tip:** Use a piece of paper to help protect the caps from damaging.

If this is not possible in the normal position, move the forks down in the clamps (the wheel has to be removed for this), retain the tubes in the bottom clamp, at about 30 mm distance. Loosen the caps.

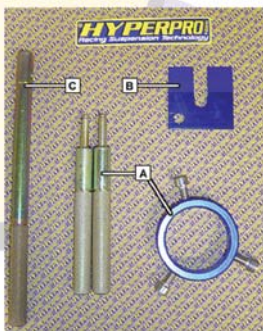


Removing the fork first and later unscrew the caps is difficult, it is virtually impossible to counterhold the fork. Always use the fork clamp to hold the fork; never place the fork in a vice as this causes damage to the tubes. It is possible to counter hold the fork by hand when a compressed air wrench is used.

- 2 Place the bike stable with the front wheel off the ground.  
Remove the front fork from the bike. View the bike manual for details.
- 3 Turn the rebound screw (2, if available) clockwise, until the damping is fully closed; else the adjustment mechanism will be upset when disassembling the fork. The position of the compression adjustment (if available) is not important.

Unscrew the fork screwcaps (4) from the fork.  
Move the inner tube down.

- 4 Place tool A through the holes in the preload bush (5) Press the bush and spring down using tool A. If there are no holes in the bush, clamp the bush between the bolts in tool A, not too tight as this can cause damage.

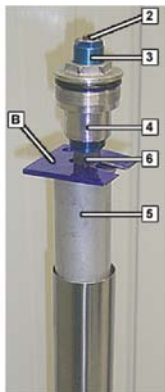


Special tool kit

Let a second person pull the damper rod out with the screwcap (4) and place plate B between the nut (6) and the bush (5)

For front forks with reversed preload adjustment (look on the **frontpage** for a **remark**) the preload has to be set to the minimum (1 ring showing) before this can be done.

- 5 Counterhold the nut (6) and remove the cap (4) Remove the rebound adjustment rod; sometimes it's attached to the screwcap. Note how the adjustment rod fits the fork.
- 6 Place tool C on the damper rod. Press down on tool A, let the second person pull out the damper rod and remove plate B.
- 7 Remove tool A, then remove all the internal parts from the fork: the preload bush, ring(s) and the spring.  
Note how the parts fit. There is sometimes a tapered end on one side of the spring.





- Pour the old oil into a tank. Pump the fork: move the damper rod and inner tube up and down slowly a few times to pump all the oil out off the damping cartridge. Hold the fork upside down and pour the oil out of the fork. Then pump the fork again. Repeat this procedure a few times to remove all the oil from the fork ( $\pm 5$  times, until there is no damping felt)  
Old oil is harmful for the environment, dispose of it properly.
- Inspect the parts for their condition. Broken parts and/or leaking seals should be replaced. If an oil seal is replaced, be sure to also check the inner tube for damage.  
Clean all the parts before reassembly.
- Fully compress the fork and fill it with HYPERPRO fork oil of the right viscosity (see frontpage: **HYPERPRO OIL**) until about 200 mm under the edge.  
**Pump out all the air of the fork by slowly compressing and decompressing the fork ( $\pm 10$  to 20 times)**

- Measure the oil level (air chamber): Compress the fork fully, with the loose parts (ring(s), preload bush and spring) removed. Make sure the fork is compressed in the **hydraulic lock**; when the compressing becomes heavier, push further until steel to steel contact felt.

The oil level is the distance between the top of the tube and the oil inside. Hold the fork straight up. Use a tape measure; slide it in until it just lightly touches the oil inside the fork. Hold it against the upper edge of the tube.

Add or remove oil until the setting on the frontpage is reached (see: **OIL LEVEL**)

Make sure there is no air in the fork (view step 10)



- Mount the HYPERPRO spring in the fork. View the frontpage for the mounting direction, usually the progressive side (circle) is mounted up. Sometimes there is a sticker marking which side up. Fit the spring without the sticker.

Fit the ring(s) and the preload bush if present. The mounting order of the parts is the same as original.

**Unless there is a remark on the frontpage**

- Place tool A on the bush (5) Compress the bush and spring. Let the second person pull out the damper rod and place plate B between the nut and the bush.
- Screw the nut (6) down. Remove tool C. Fit the rebound adjustment rod in the damper rod. Screw the screwcap (4) onto the damper rod until it stops, don't overtighten as this upsets the adjustment mechanism. Counterhold the cap (4) and tighten the nut (6) against the cap.
- Hold down tool A. Let the second person remove plate B. Slowly decompress the spring, making sure everything falls correctly into place.
- Mount the screwcaps (4) in the fork.





- 17 Set the spring preload (3, if available) as specified on the frontpage (view **SPRING PRELOAD**) Less rings showing indicates more preload, the preload can be adjusted to set the static sag, view setup chapter 2. The forks with reversed preload (check the **frontpage** for a **remark**) have a bush (11) which slides up and down in the cap (4) using screw (3) More rings (10) showing indicates more preload; normally more rings indicate less preload. The turning direction is the same; clockwise for more preload.



Fork cap with reversed preload

Set the damping settings (if available) as specified on the frontpage.

The rebound screw (2) is located on the top of the fork. The compression adjustment screw is usually located on the bottom of the fork.

Clicks or turns are counted from the maximum setting out. Turn the screw in (clockwise) to the maximum setting. Now turn the screw out (counter clockwise) the number of clicks or turns specified on the frontpage (view **REBOUND & COMPRESSION**)



- 18 HYPERPRO fork lubricant reduces the friction of the front fork. Carefully prise off the dust seals from the outer tube of the fork with a small flat screwdriver. Put the grease on the inner tube of the fork. Move the fork in and out. Repeat this. Put some grease on the dust seals to make them slide in more easily. Refit the dust seals and remove the excess grease.
- 19 Mount everything on the bike. Fit the fork at the distance as measured at step 1; **Unless there is a remark on the frontpage** Make sure everything is tightened to the correct torque setting.



- 20 Loosen the clamping bolt(s) of the front axle.

Push the front fork a few times as deep as possible to let the fork settle itself in the position with the least friction.

Tighten the front axle bolt(s)



### Front fork 3: Upside down, with cartridge

- 1 Measure the distance from the top of the fork tubes to the top of fork clamp (1)  
Loosen the top clamp screws (5) Loosen the fork screw caps (4), but not yet remove them.

**Tip:** Put a piece of paper on the caps to help protect them from damaging.

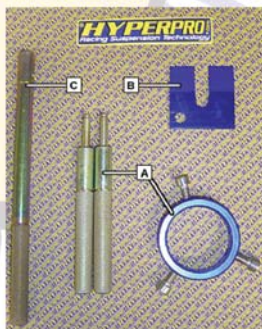
If this is not possible in the normal position, move the fork down in the clamps; retain the tubes in the bottom clamp, at about 30 mm distance. Loosen the caps.

Removing the fork first and later unscrew the caps is difficult, it is virtually impossible to counter hold the fork. Always use the fork clamp to hold the fork; Never place the fork in a vice as this causes damage to the tubes. It is possible to counter hold the fork by hand when a compressed air wrench is used.

- 2 Place the bike stable with the front wheel off the ground. Remove the front fork from the bike. View the bike manual for details.
- 3 Turn the rebound screw (2, if available) clockwise, until the damping is fully closed; else the adjustment mechanism will be upset when disassembling the fork. The position of the compression adjustment (if available) is not important.

Unscrew the screwcaps (4) from the fork.

Press down the outer tube.



Special tool kit



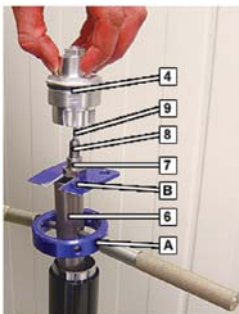
- 4 Place special tool A on the preload bush (6), through the holes in the bush. If there are no holes in the bush, clamp the bush between the bolts on tool A, not too tight as this can cause damage.



- 5 Use tool A to press the bush (6) and spring fully down.  
Let somebody else put the plate B between the bush (6) and the nut (7) by pulling the damper rod up with the screwcap (4)

For forks with reversed preload adjustment (check for a **remark** on the **frontpage**) the preload has to be set to the minimum (1 ring showing) before this can be done.

- 6 Remove the screwcap (4) by counterholding the nut (7) and turning the screwcap (4)  
Remove the rebound adjustment rod (9) out of the damper rod (8)  
Note how it fits the fork.  
Sometimes the rebound adjustment rod is attached to the screwcap.



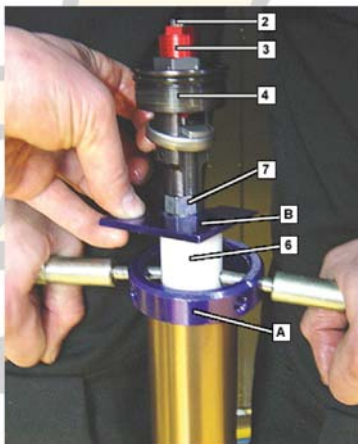
Fork with reversed preload

- 7 Screw tool C on the damper rod (8) Use it to remove tool B from between the nut (7) and the preload bush (6) the second person pulls the damper rod out with C and removes the plate B while the first person presses down on A.

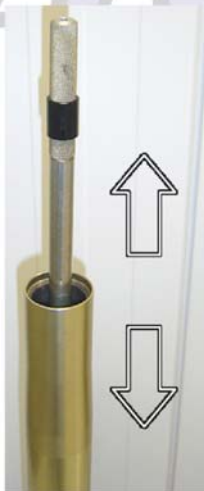
- 8 Remove tool A, then remove all the parts from the fork: the preload bush (6), ring(s) and the spring.  
Note how the parts fit in the fork. Sometimes the spring has a tapered end on one side.

- 9 Pour the old oil into a tank. Pump the fork: move the damper rod and outer tube up and down slowly a few times to pump all the old oil out off the damping cartridge. Hold the fork upside down and pour the oil out of the fork. Pump the fork again. Repeat the procedure to remove all the oil from the fork ( $\pm$  5 times, until there is no damping felt)  
**Note:** Do not remove the outer tube from the inner tube.

Old oil is harmful for the environment, dispose of it properly.



- 10 Inspect the parts for their condition. Broken parts and/or leaking seals should be replaced. If an oil seal is replaced, be sure to also check the inner tube for damage.  
Clean all the parts before reassembly.



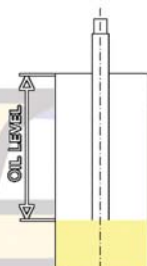


- 11 Compress the fork fully and fill it with HYPERPRO oil of the right viscosity (see frontpage: **HYPERPRO OIL**) until about 200 mm under the edge of the fork tube. **Remove all the air from the fork by moving the outer tube and the damper rod slowly up and down ( $\pm 10$  to 20 times)**



- 12 Fill the fork to the specified oil level (see frontpage: **OIL LEVEL**)  
The oil level (air chamber) is measured with the fork fully compressed and all the loose parts (preload bush, ring(s) and spring) removed. Make sure the fork is compressed in the **hydraulic lock**; when the compressing becomes heavier, push further until steel to steel contact is felt.

The air chamber is the length between the top of the tube and the oil inside the fork. The fork must be held straight up. Slide a tape measure in until it just lightly touches the oil. Hold it against the upper edge of the tube.



Add or remove oil until the correct setting is reached.

Be sure there is no air in the damping cartridge (view step 11)

- 13 Mount the HYPERPRO spring in the fork. View the frontpage for the mounting direction, usually the progressive side (circle) is mounted up. Sometimes there is a sticker marking which side up. Fit the spring without the sticker.

Fit the ring(s) and the preload bush if present. The mounting order of the parts is the same as original. **Unless there is a remark on the frontpage**

- 14 Place the plate B between the nut (7) and the bush (6) using tool A to press the bush and spring down.
- 15 Screw down the nut (7) Remove tool C from the damper rod (8) Fit the rebound adjustment rod (9) and then screw the cap (4) on until it stops, don't overtighten as this upsets the adjustment mechanism. Counter hold the screwcap (4) and tighten the nut (7) against the cap, be careful not to overtighten it.



- 16 Press down on tool A, let a second person pull out the damper rod (8) with the screwcap (4) Remove the plate B. Make sure everything falls into place correctly when the pressure on tool A is slowly released.

- 17 Tighten the screwcap (4) in the fork.

- 18 Set the preload (3, if available) to the setting specified on the frontpage (view: **SPRING PRELOAD**) Less rings showing indicates more preload, the preload can be adjusted to set the static sag, view setup chapter 2.

The forks with reversed preload (check the **frontpage** for a **remark**) have a bush (11) which slides up and down in the cap (4) using screw (3) More rings (10) showing indicates more preload; normally more rings indicate less preload. The turning direction is the same; clockwise for more preload.



Fork cap with reversed preload



Set the damping settings (if available) according to the settings on the frontpage.

The rebound is adjusted with the screw (2) on the top of the fork. The compression setting screw is usually located on the bottom of the fork (picture)

Clicks or turns are counted from the maximum setting out. Turn the screw in (clockwise) to the maximum setting. Now turn the screw out (counter clockwise) the number of clicks or turns specified on the frontpage (view: REBOUND & COMPRESSION)



- 19 HYPERPRO fork lubricant reduces the friction of the front fork. Carefully prise off the dust seals from the outer tube of the fork with a small flat screwdriver. Put the grease on the inner tube of the fork. Move the fork in and out as far as possible. Repeat this.

Put a small amount of grease on the dust seals to make them slide in easily. Refit the dust seals and remove the excess grease.

- 20 Mount everything on the bike. Fit the fork at the distance (1) as measured at step 1; **Unless there is a remark on the frontpage** Make sure everything is tightened to the correct torque setting.

- 21 Loosen the clamping bolt(s) of the front axle.

Hold the front brake and push the front fork a few times as deep as possible to let the fork settle itself in the position with the least friction.

Tighten the front axle bolt(s)



#### Front fork 4: Upside down, with separate cartridge

- 1 Measure the distance from the top of the **tubes** to the top fork clamp (1)  
Place the bike stable with the front wheel off the ground. Remove the front forks from the bike. View the bike manual for details.

- 2 Turn the damping adjustment screws counter clockwise until the minimum setting is reached.  
Screw out the damper with the screwcaps. Counterhold the outer tube and turn the cap.  
**Tip:** Use a piece of paper to help protect the caps from damaging.

If it is not possible to counterhold the outer tube by hand, use the fork clamp to counterhold the tube. Place the tube in with about 30 mm clearance from the clamp. Don't use a vice on the round part of the fork as this causes damage to the fork. It is possible to counter hold the fork by hand when a compressed air wrench is used.

- 3 Pour the oil out of the fork. Catch the oil in a tank. Hold the fork upside down for a while to let all the oil drain out of the fork. Also drain the oil from the oil hole in the damper. Compress and decompress the fork slowly ( $\pm 10$  to 20 times) to pump all the oil out of the fork.  
Old oil is harmful for the environment; dispose of it properly.
- 4 Temporarily screw the damper back in the outer tube.  
Hold the fork with a vice, clamp it at the axle clamp. Use soft jaws or wood to protect the axle clamp from damaging. Don't overtighten the vice.
- 5 Screw out the bolt which holds the internal damper in place.  
Push the fork together so the damper rod is out the fork. Place special tool A between the locknut and the axle clamp.
- 6 Counterhold the locknut and screw off the damper bolt.  
Remove the damping adjustment rod from the damper rod. Leave the locknut on the damper rod.  
Push the fork to remove the special tool from between the locknut and axle clamp.
- 7 Screw out the cap from the outer tube. Remove the damper and spring from the fork. Remove the fork from the vice.
- 8 Check the locknut; if it is removed when the damper is opened, it is impossible to rebuild the damper. Counterhold the damper and screw out the fork cap. Pour the oil out of the damper. Hold the damper upside down and pump out all the oil.
- 9 Fill the damper with HYPERPRO fork oil of the specified viscosity (Frontpage: **HYPERPRO OIL**)  
**Compress and decompress the damper slowly to remove all the air from the damper ( $\pm 10$  to 20 times)**  
Pull out the damper to the maximum length. Fill the damper until the oil is 5 to 10 mm above the edge in the damper (picture)
- 10 Fit the cap in the damper. If it is difficult to fit the cap, there might be too much oil in the damper. Counterhold the damper and tighten the screwcap (29 Nm)
- 11 Hold the damper straight up and pump the rod 100 mm in and out slowly a few times.  
Cover the damper rod end with a piece of cloth to prevent damage. Pump the damper full stroke to remove excess oil from the damper. Be careful not to bend or damage the damper.
- 12 Drain oil trough the oil hole in the damper. Blow out the excess oil out of the damper spring chamber with compressed air through the oil hole.  
It is also possible to remove the pressure release screw and let the excess oil drain from the damper (let it rest upside down  $\pm 10$  min)
- 13 Compress the damper. Let the damper extend by itself. If the damper does not extend to full length, bleed the damper again.  
Check the damper for oil leakage.

- 14 Inspect all the parts for their condition. Broken parts and/or leaking seals should be replaced. If an oil seal is replaced, be sure to also check the inner tube for damage. Clean all the parts before reassembly.
- 15 Screw the locknut tight on the rod. Measure the thread length; this should be 15 – 17 mm.
- 16 Fit the HYPERPRO spring in the fork, usually the progressive side is mounted up. Sometimes there is a sticker marking this side up or there is a remark on the frontpage.
- 17 Mount the damper in the fork. Place the fork with the axle clamp in a vice. Use soft jaws or wood to protect the fork. Don't overtighten the vice to prevent damage. Temporarily screw the damper in the outer tube. Push the fork and damper until the rod is out the axle clamp. Use special tool A between the axle clamp and locknut.



- 18 Fit the damping adjustment rod in the damper rod. Screw the damper bolt completely onto the damper rod. Hand screw the locknut against the damper bolt. Secure the damper bolt with the locknut (22 Nm)
- 19 Push the fork together and remove special tool A from the fork. Screw the damper bolt in the fork and tighten it (69 Nm)
- 20 Loosen the damper from the outer tube. Fully compress the fork and fill it with HYPERPRO fork oil of the right viscosity (see frontpage: **HYPERPRO OIL**) until about 200 mm under the edge.  
**Pump out all the air of the fork by compressing and decompressing the outer tube (± 10 to 20 times)**
- 21 Measure the oil level (air chamber): Compress the fork fully. Hold the fork straight up. Use a tape measure; slide it in until it just lightly touches the oil in the fork. Hold it against the upper edge of the tube.



The oil level is the distance between the top of the tube and the oil.  
Add or remove oil until the setting on the frontpage is reached (see: **OIL LEVEL**)

- 22 Screw the screwcap and damper in the fork. Use some grease on the thread to prevent scoring.
- 23 Set the spring preload (if available) as specified on the frontpage (see: **SPRING PRELOAD**)

Set the damping settings as specified on the frontpage (**REBOUND & COMPRESSION**)  
The rebound setting is located at the bottom of the fork. The compression setting is located at the top of the fork.  
Clicks or turns are counted from the maximum setting out. Turn the screw clockwise to the maximum. Turn the screw counter clockwise the number of clicks or turns as specified on the frontpage.

- 24 HYPERPRO fork lubricant reduces the friction of the front fork. Prise off the dust seals from the outer tube of the fork. Put the grease on the inner tube of the fork. Move the fork up and down. Repeat this.

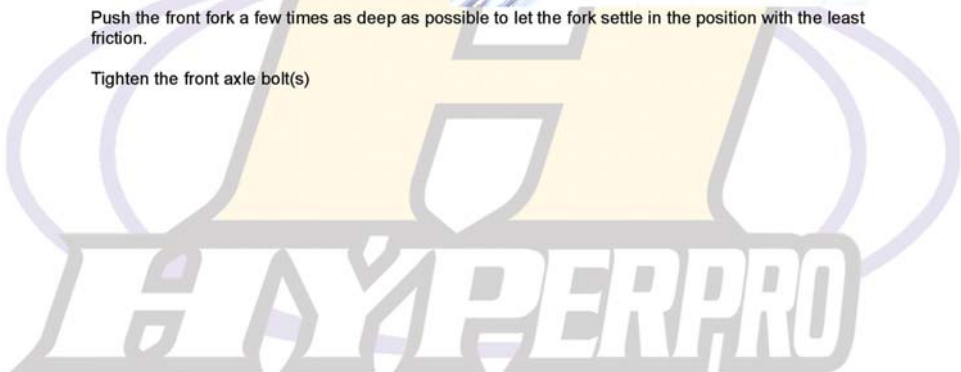
Put some grease on the dust seals to make them slide in more easily. Refit the dust seals and remove the excess grease.

- 25 Fit the fork on the bike. Mount the fork at the distance as measured at step 1; **Unless there is a remark on the frontpage** Make sure everything is tightened to the correct torque setting.

- 26 Loosen the clamping bolt(s) on the fork axle clamp.

Push the front fork a few times as deep as possible to let the fork settle in the position with the least friction.

Tighten the front axle bolt(s)





## Mounting type 1: Mono shock

- 1 Place the bike stable, with the rear wheel off the ground. Don't use a stand which supports the swingarm, as there is still weight on the rear suspension.  
Note: for telelever front ends this procedure is the same for the front.

- 2 Remove the seat and fairing if necessary. Remove the nuts from the shock absorber retaining bolts (1 & 2)

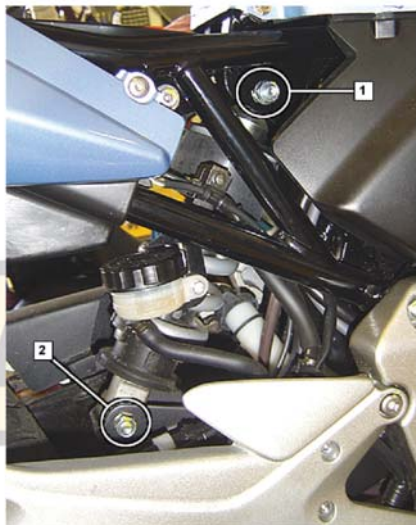
If the shock has an external reservoir with a tube, the shock has to be removed with the reservoir; it must not be detached from the shock. Remove the bolt(s) holding the external reservoir to the bike.

Shocks with hydraulic preload sometimes have a remote adjustment. The adjuster must be removed with the shock, don't detach it, as the hydraulic fluid would leak out. Remove the bolt(s) which hold the adjuster to the bike.

- 3 Hold the rear wheel to remove the shock bolts. Remove the bolts and the shock from the bike.

- 4 Exchange the original spring for the HYPERPRO spring (view a different section of this manual)

- 5 Mount bolt (1) and the shock absorber in place. Hold the rear wheel and shock in place to fit bolt (2)  
Tighten the nuts. Bolt on the remote reservoir and/or preload adjuster. Remount the seat and fairing.



## Mounting type 2: Twin shock

- 1 Place the bike stable, with the rear wheel off the ground. Don't use a stand which supports the swingarm, as there is still weight on the rear suspension.
- 2 Screw out the bolts (1 & 2) of the shocks. Hold the rear wheel in place to remove the bolts more easily. Remove the shocks from the bike.

If the shock has an external reservoir with a tube, the shock has to be removed with the reservoir; it must not be detached from the shock. Remove the bolt(s) holding the external reservoir to the bike.

Shocks with hydraulic preload sometimes have a remote adjustment. The adjuster must be removed with the shock, don't detach it, as the hydraulic fluid would leak out. Remove the bolt(s) which hold the adjuster to the bike.

- 3 Exchange the original springs for the HYPERPRO springs (view a different section of this manual)

- 4 Hold the shock absorbers to the bike with bolt (1) Hold the rear wheel up a little to fit bolt (2) Tighten all the bolts to the correct torque setting. Bolt on the remote reservoir and/or preload adjuster.

