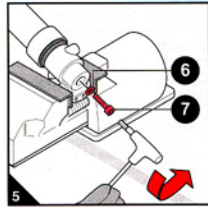


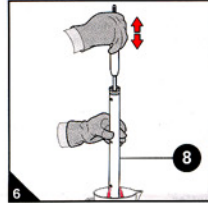
850880/C fitting instructions

1

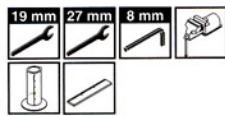
- Put the fork in the vice again, fixing it by the dropout (Fig. 5).
- Unscrew the foot screw with an 8mm Allen key, remove screw (7) and the relevant copper sealing washer (6) (Fig. 5).



- Pull the complete pumping element unit (8) out (Fig. 6).
- Put the pumping element unit in a container of a suitable size to drain the oil.
- Pump a few times until all of the oil has drained out of the pumping element (Fig. 6).



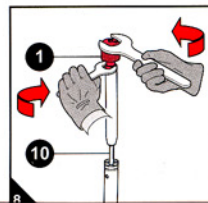
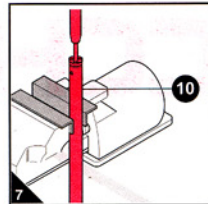
2 Installing adjustable cartridges



REMARK

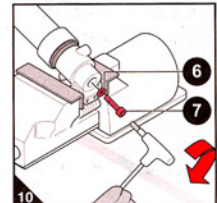
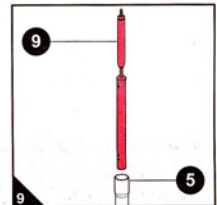
We recommend installing the cartridge with the rebound adjuster in the right leg and the one with the compression adjuster in the left leg (right and left are understood to be when looking at the fork installed on the motorcycle on the road). The rebound cartridge can be recognized by the R printed on the cap, the compression cartridge has the letter C on the cap. The cartridge of the compression damping can easily be recognized, as it has more holes on the tube.

- Clamp the cartridge rod (10) in a vice with padded jaws (Fig. 7).
- Unscrew and remove cap (1) from the cartridge rod (10) (Fig. 8).



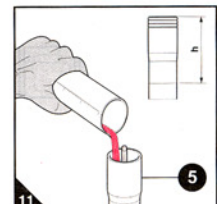
3

- Insert the complete cartridge (9) with adjuster into slider (5) (respecting the assembly side) (Fig. 9).
- Put the fork in the vice, fixing it by the dropout (Fig. 10).
- Lower the slider on the stanchion tube.



- Insert the foot screw (7) and a new copper washer (6) and tighten to the recommended tightening torque (25 Nm) with an 8mm Allen key (Fig. 10).
- Lift the slider.

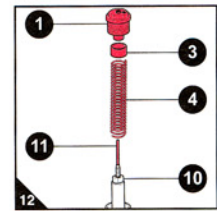
- Prepare the quantity of oil to pour into the fork leg (230 cc equivalent to an air volume h of 95 mm) (Fig. 11).
- Pour roughly 1/3 of the oil required into the slider (5) then pump the fork a few times to remove any traces of air (Fig. 11).
- Pour the rest of the oil in.
- Lower the slider on the stanchion tube until it reaches the dust seal stop on the dropout.
- Wait for a few minutes and check the volume of the air and if necessary refill to the right level.



REMARK

A lower or higher volume of oil, or a type of oil other than the recommended type can change the behavior of the fork in every phase.

- Lift the slider on the stanchion tube.
- Check that the adjuster rod (11) enters the cartridge rod (10) (Fig. 12).
- Insert spring (4) and the pre-load tube (3) (Fig. 12).
- Tighten cap (1) (use new caps and respect the assembly side).



2

1 Removing non adjustable cartridges



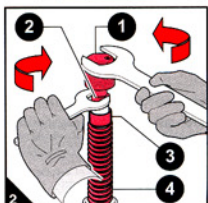
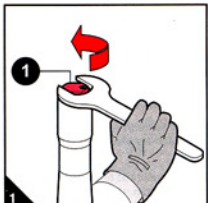
WARNING

This operation cannot be carried out with the fork installed on the motorcycle.

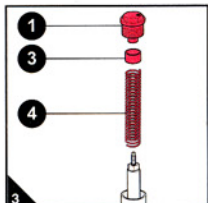
REMARK

We recommend loosening the fork cap a little before removing the fork leg from the steering crowns. We recommend dismantling one fork leg at a time.

- Remove the stanchion tube from the steering crowns according to the procedure in the motorcycle owner's manual.
- Clamp the fork leg in the vice.
- Remove the fork cap (1) with a 27mm key (Fig. 1).
- Slowly lower the slider on the stanchion tube.
- Push spring (4) and the pre-load tube (3) downwards so you can reach locknut (2) with a 19mm key (Fig. 2).



- Holding locknut (2) with the 19mm key (Fig. 2) use the 27mm key to unscrew the fork cap (1) completely.
- Remove the fork cap (1), the pre-load tube (3) and the spring (4) (Fig. 3).
- Free the fork leg (5) from the vice and tip it into a container of a suitable size to drain the oil, pump the fork to help the oil flow out (Fig. 4).

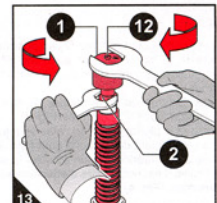


REMARK

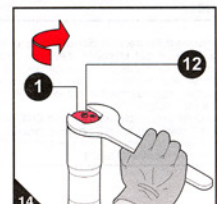
Check appearance, density and quality of the old oil to get an idea of the condition of the sealing and guiding elements. If the oil is dense and dark with solid particles in it you will have to replace the guide bushes and the sealing elements. If the oil is in good condition, you can collect it in a clean recipient and re-use the same. However, we recommend always using new lubricants.

4

- Fully unscrew the adjustment screw (12), corresponding to the adjuster in fully open position (Fig. 13).
- Using the 19mm and 27mm keys, tighten cap (1) and locknut (2) to the recommended tightening torque (20 Nm) (Fig. 13).
- Lift the slider on the stanchion tube.



- With the 27mm key, tighten cap (1) to the recommended tightening torque (20 Nm) (Fig. 14).
- Restore the correct setting acting on the adjustment screw (12) (see par. 3 Adjustments).



3 Adjustments

3.1 Rebound adjustment

- The rebound adjustment is made through the adjustment screw marked with "R", located on the top cap of the right fork leg (Fig. 15).
- By turning the adjuster (R) clockwise with a screwdriver of adequate size, you increase the hydraulic damping making the fork slower during the rebound phase.
- By turning the adjuster (R) counterclockwise with a screwdriver of adequate size, you reduce the hydraulic damping making the fork more reactive during the rebound phase.

WARNING

Do not force the adjustment screw (R) past its limit stops.

3.2 Compression adjustment

- The compression adjustment is made through the adjustment screw marked with "C", located on the top cap of the left fork leg (Fig. 16).
- Turning the adjuster (C) clockwise increases the hydraulic braking during compression and reduces the fork travel.
- Turning the adjuster (C) counterclockwise decreases the compression hydraulic damping, making the fork more responsive on harsh grounds.

WARNING

Do not force the adjustment screw (C) past its limit stops.

