



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

Fork Cap Kits

TPER-0069: Suzuki RGV250 VJ22

TPER-0070: Kawasaki ZXR400-L



Fitting Instructions

Fork Cap Kit, RGV250 VJ22 and ZXR400-L

TPER-0069/0070

Before removing the forks from the bike, it's advisable to loosen the fork cap. It may be difficult to loosen once off the bike. Slacken off the top clamp pinch bolts and also the handle bar clamp bolts before loosening the fork cap or they could squeeze the fork outer and lock the cap into the fork making it difficult to remove and maybe even cause damage upon removal.

On a loose fork, a handlebar could be used to help stop the fork from rotating while loosening the top cap, but be sure to tighten it to the loose fork below where the threads of the fork cap are.

No instructions are given here for changing the fork fluid, but as the forks will be open during this procedure, it may be a convenient time. It's also a good idea to make a note of your current settings (preload and rebound) so that you can reset them when you're all done.



Before starting, please first familiarize yourself with the names of the components as shown, and then follow the procedure below



Rebound Adjuster

Preload Adjuster

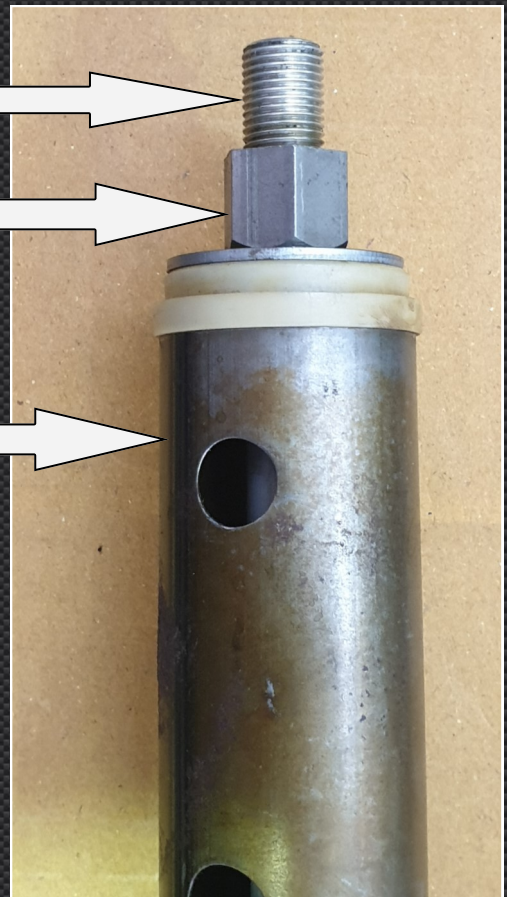
Fork Cap Outer

Rebound Adjuster Holder

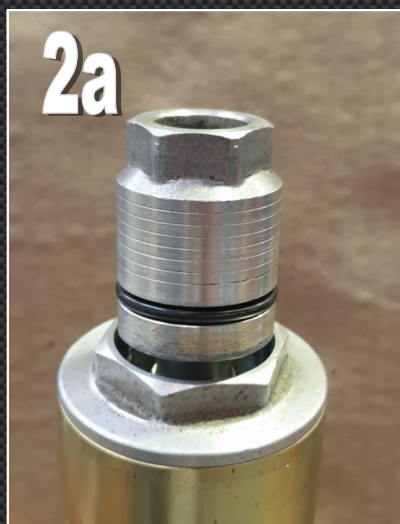
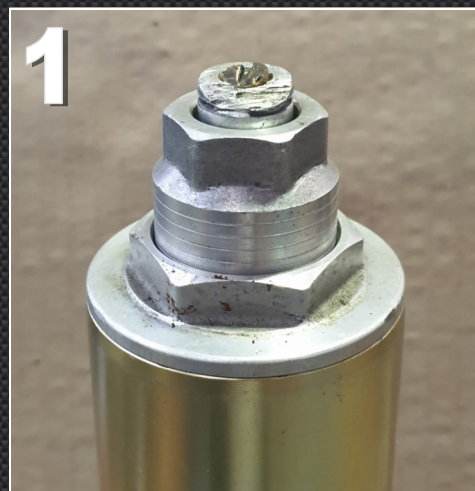
Damper Rod

Damper Rod Lock Nut

Preload Spacer



1) Wind down the preload adjuster a few turns and remove the circlip, if it's still there. It wasn't on my sample fork



2) With the circlip removed, now wind the preload adjuster completely off.

3) Now remove the cap. It will be under preload, so expect it to pop out a bit.



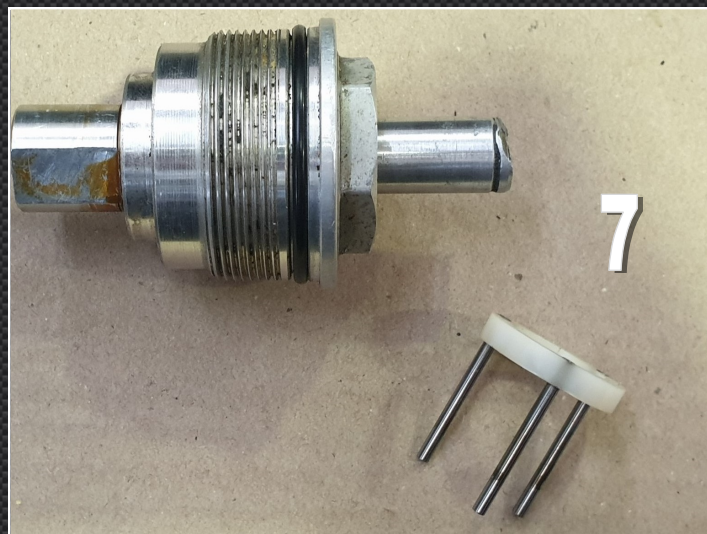
4) Pull down the preload spacer with a bar in one of the holes in the preload spacer, and you can now jam a 14mm wrench onto the rebound damper locknut. This will hold the preload spacer down.

5) Use a 17mm wrench on the rebound adjuster holder and loosen off the rebound damper locknut



6) Use the 14mm wrench to help keep the spring compressed and wind off the fork cap assembly from the damper rod. Now pull the fork cap off completely. The rebound adjuster rod will come out together with the fork cap assembly.

7) Tip out the 3 legged piece. We'll be using this on the TYGA fork caps.

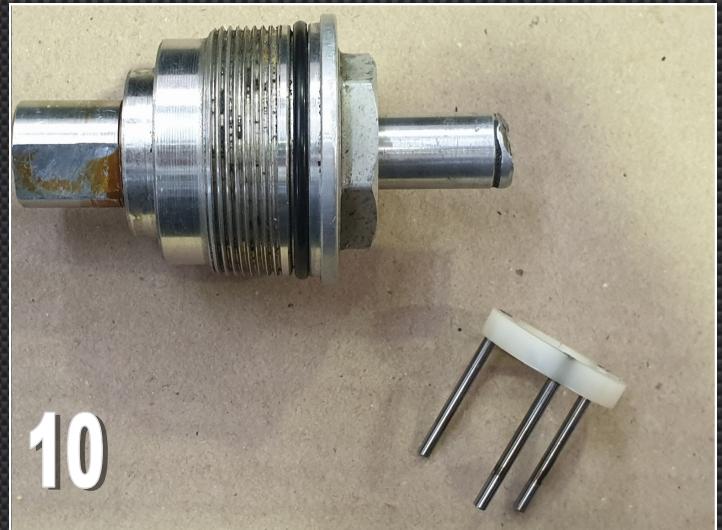


8) You're now done with the standard parts (except the 3 legged piece).

8) The TYGA fork caps are delivered with the rebound adjuster holder and fork cap outer assembled and torqued. The rebound adjuster is preset to the correct assembly position and ready to fit onto the damper rod.

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10) Fit 3 legged piece



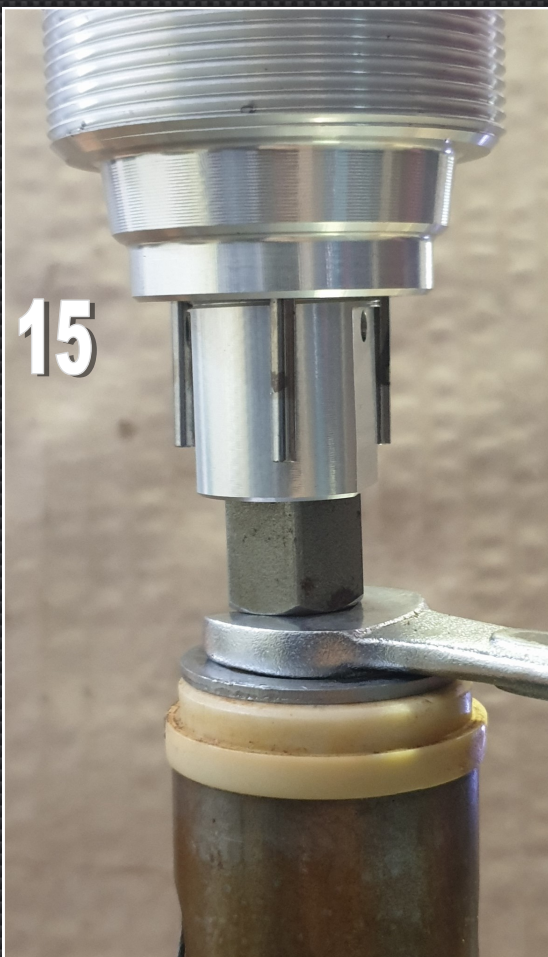
11) Now you are ready to fit the cap back to the fork, but you need to prepare the preload spacer and damper rod lock nut prior to actually fitting the new cap.

12) Wind the damper rod locknut on the damper rod down fully until it stops. You will lock this up against the rebound adjuster holder later in the procedure.

13) Compress the spring and the preload spacer down below the locknut. This is a little tricky as the spring is quite strong. I have used a 10mm wrench to lock the compressed spring in this position by jamming it between the preload spacer and the underside of the 14mm lock nut. Special tools can be purchased from 3rd party suppliers, but I want to keep it simple and use what you have in the toolbox



14) Insert the rebound adjuster rod into the damper rod and screw the assembly onto the damper rod. You will feel it go tight when the rebound damper needle makes contact deep inside the fork. You only need to be finger tight here



15) Now wind up the lock nut again the rebound adjuster holder. Again, just nip it up finger tight at this stage. Do not use any tools to tighten at this stage or you could cause damage to the rebound damper needle

16) At this point, we need to give some clearance between the rebound damper needle and the orifice, so wind out the rebound damper (anticlockwise) two complete turns. This will give adequate clearance

17) Using the 14mm and 17mm wrenches, tighten the damper rod locknut fully against the rebound adjuster holder. Basically, the reverse of the earlier procedure to disassemble these two components.

18) Remove the 10mm wrench and allow the preload spacer to butt up against the underside of the fork cap outer



19) Fit the fork cap assembly back into the top of the fork. I use a piece of plastic bag (or similar) here to help to protect the components. You don't want to put a ding in your brand new parts

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20) The fork cap should be tightened to 35Nm.

This can be done in the vice with the correct holding tools, or once the fork is reinstalled in the triples clamps. **DON'T FORGET!**

21



21) Fit the preload adjuster and screw down to expose the retaining circlip groove.

22



22) Fit the circlip



- 23)** Screw the rebound adjuster all the way in until it stops, using just light pressure, and then reset to your original setting.
- 24)** Reset the preload adjuster to your original setting.
- 25)** All done on this fork. Repeat on the other one



Please note that you should always assemble the caps onto the fork with the fork at full extension. So this means either with the forks removed from the bike, or if the forks are still in the bike then the front end should be off the ground so that the forks are fully extended.

Make double sure that all nuts and bolts are tightened before standing back and admiring your handywork.

This guide is provided as simple assistance to perform the job of fitting the TYGA fork caps. It can be done with limited knowledge of suspension, but basic mechanical skills and hand tools skills are required. If you don't feel confident then please seek professional assistance.

We are happy to provide you with assistance by email if you should need it.

www.tyga-performance.com