

## FORK SPRING INSTALLATION GUIDE

Thank you for your purchase of this set of fork springs, these will significantly improve the steering characteristics of your BMW motorcycle. Read this guide before (and during) assembly. Our fork springs are made of the best long-life steel. The springs are progressively wound, which gives you a fork assembly that functions smoothly and that does not bottom out with high load impacts.

### Mounting:

1. Place the engine on the main stand - the forks must be off the ground. Ensure the motorcycle is securely positioned and tied down.
2. Place an oil container under both fork legs.
3. On /5/6/7 pre 1981 models, remove the rubber caps under the fork legs. Loosen the fastener's attachment nut from both legs, holding the damper rod with an allen-key wrench. Remove nuts and washers. Pull the lower legs down.  
For models after 1981, turn the drain plugs out of the fork leg. Depending on the type, it is located as a hex bolt behind the fork leg at the wheel axle or as the smallest of two allen-bolts on the underside of the fork leg.
4. Drain the oil from the lower legs, pump the lower legs up and down a few times to get all the oil out. If the oil is dirty, we advise that you to clean the damper assembly in the inner leg as described in your workshop manual or to have your dealer do this.
5. Check the washers and replace them if necessary.
6. Loosen the large nuts on the top of the fork leg after removing the cover or the cap with the 2 holes. Please note that the springs can be pre-tensioned. Some models require you to turn the handlebars or remove them completely. The clamps must be loosened to do this. With R45, R65 models post 1985 and K-Bike models, press the spring retainer down, remove the retaining ring and then let the cap come up. In most models post 1985, the fork leg must be pulled out of the lower fork cross brace in order to remove the upper cap that passes through the upper fork cross brace.
7. Completely remove the old springs, along with any sleeves and bushes.
8. Slowly lower the new springs into the fork stanchion (without sleeves and / or bushings). Since the springs have the same progressive winding at both ends, either way up is correct.
9. Fill the inner legs with new fork oil. We recommend Liqui Moly 10W fork oil (Our part # LM20092). The quantities per leg are as follows:

- R5/6/7 to 1981 : 235cc
- /7 1981-1985 and GS to '86 : 220cc
- R45/65, R65LS, 80ST : 190cc
- R80GS, 100GS post 1988 : 410cc Left Side, 440cc Right Side
- R80, R100 from 1985 : 270cc
- R80R, R100R : 410cc
- K75/100 : 330cc
- K100RS/RT/LT : 360cc
- K1, K100RS 16V : 400cc
- K1100RS/LT : 350cc Left Side, 400cc Right Side
- F650 : 600cc

NOTE: If the damper has been removed from the stanchion, insert an additional 15cc per fork.

10. Slowly bounce the fork a couple of times to spread the oil evenly in the dampers.
11. Refit the nuts or retainers on the stanchions and retighten the handlebar clamps.
12. Reinstall the caps.

Replace the fork oil after 1,000 km and then every 15,000 km. It is very important to use the correct amount and weight.

NOTE: We cannot be held liable in any way for any damage to the forks or injury to third parties, resulting from an incorrect assembly.