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The following oil weights and volume are general suggestions only. You may need to tweak your own combination to achieve the best results for your style riding and weight.

<u>Rider Weight</u>	<u>Oil Weight</u>	<u>Oil Volume per Leg</u>
<100#	5wt	80cc
100-130	10wt	100cc
130-180	20wt	120cc

**Big thanks to Kevin, aka. Precision50/OLDSCHOOL for providing the following tech write up.**

Tools Needed:

6mm Allen wrench  
5mm Allen wrench  
(2) 17mm open end wrenches  
15/16 low socket  
Plastic bucket  
Ratio Rite cup that has ml and cc's  
Fork siphon or syringe

20wt synthetic fork oil I use Torco products

"Jeremiah Staggs" uses 80wt BelRay Gear Oil with anti shear additive this has the same consistency as 20wt fork oil and has anti-shear added.

\*\*\* I also use a Battery powered impact Gun....Because I can!



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Here we Go:

(1) Start off by removing only one of your fork legs at a time. This is because some may get confused and I like to allow for proper Fork height alignment when reinstalling.

(2) With Fork Leg Removed and in a Vertical position:



(3) Remove the top cap with a 15/16 standard short socket carefully "while it's still vertical. with this done and the top cap off slowly pull the cap up till about 6 inches of the spring is visible and let gravity drain into a plastic bucket:



(4) after a few minutes take a clean rag and wipe the (2) Nuts off below the cap and draw a mark on both nuts across from each other. This is to ensure that you get the correct height adjustment back to the Metering Rod (Dampening Rod) back to the correct position to where you started with.



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(5) Now take the (2) 17mm wrenches and unscrew the top cap from the spring assembly (counting the number of turns you made past the marks on the nuts) and slowly separate the assembly (making sure not to bend or damage the Dampening rod):



(6) Completely remove the rod and set it aside and (again do not drop or bend the rod) and let the rest of the Fork assembly gravity drain into the plastic bucket for 5 min or so. Now take the fork leg while over the Bucket and slowly pump the fork tube in and out and you will notice (where the dampening rod goes in) the oil will drain out of it....and also the lower fork tube Do this many many time till no more oil comes out. (don't worry about the spring assembly falling out as its attached to the lower leg with a Allen bolt):



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Next step is get the Fork oil and Ratio Rite cup and Syringe and pour (no more than between 75cc and 100cc of 20wt fork oil (150lb---200lb) riders also 15wt oil can be used also for less (120lb---150lb) riders and play with the oil levels as needed add or subtract between 75cc and 100cc:



(7) Now with 99.9% of the used fork oil drained and the fork tube in the collapsed position and standing vertical. Fill the Fork (siphon/syringe) and start adding fork oil to dampening rod tube:



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And continue this till all (between 75cc----100cc) (150lb---200lb) of fork oil is used. this might take 3 or 4 times with the Syringe (DO THIS VERY SLOWLY AS NOT TO GET IT ALL OVER THE PLACE OR IN YOUR EYES):



Now with the Fork tube assembly still Vertical give it a few minutes it will partially bleed itself of air bubbles (not completely). Now carefully wipe down the Dampening rod and cap assembly and insert it slowly down the Dampening tube. Now thread it back together counting the number of turns from disassembly and tighten it back to the marks you made on the 2 nuts till they are opposite from each other. And carefully use the 15/16 shallow socket to thread the top cap back to the fork tube so it looks like this again:



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(8) Now with the fork leg assembled I pumped it continuously in several different "Click" settings to help Bleed the air from the forks (they will continue to bleed themselves) on your bike also

(9) Replace the fork tube back into your triple clamps and remember to Torque the bolts to proper specs. And move on to the other fork Tube assembly.

\*Note: while the Forks are apart you can continue to disassemble the spring and dampening tube assembly and clean all the part and get ride of any excess oil. And upon reassembly of these parts Remember to get the correct Height adj of the Dampening Rod, spring, Dampening Rod shaft and top cap back to the correct Adj length.

