

Changing springs and oil in Concours forks.

- 1) The first requirement is to have all the weight off the front wheel. Put the bike on the centerstand and jack up under the engine, so that the front wheel is off the ground.
- 2) Remove the calipers, front wheel, fender and anything else that's attached to the forks.
- 3) Loosen the clip-on pinch bolt(s) and the bolts that hold them to the upper triple, and pull them off the fork tube. They'll just kind of hang off to the side.

From here do one side at a time, and the order of events is important.

- 4) For the 94+ models, back the preload adjuster all the way out. For the early models, bleed the air pressure.
- 5) Loosen the top triple bolt.
- 6) Remove the fork cap. Careful, there's going to be some force from the spring preload trying to pop the cap up.
- 7) Loosen the bottom triple clamp bolts.
- 8) Slide the fork leg out.
- 9) Remove the spring, spacer and any washers.
- 10) Dump the old oil, pumping the fork leg while it's inverted to make sure you've got all of it out.
- 11) For the '94+ bike cut the spacers to 6 3/4", the early models 7 1/8". If you're using Race-Tech emulators shorten the spacer dimensions by the height of the emulator.
- 12) Refill, making sure you pump the fork through it's full stroke a few times to get all the air out of the bottom of the fork. 15W fork oil is recommended.
- 13) Set the oil level to 150mm. (Level is defined as the distance between the top of the fork tube and the top of the oil in the tube, and is set with the spring and spacer out, forks collapsed.) A handy item for this is a turkey baster. Measure the desired distance from the tip up and mark that spot with a sharpie or a piece of tape. Make sure that there's a little more oil than needed in the tube, then align the mark with the top of the fork tube and suck any excess out.
- 14) Put in the new spring, the washer that came with it, the spacer and the stock washer, if any.
- 15) Re-install, reverse order as disassembly. Just be careful when putting the fork cap back on, they're easy to cross-thread.
- 16) Make sure you pump up the front brake after you have reinstalled the calipers.



Section 1: General Information

- 1) The first section is to have all the weight of the fluid in the pipe on the left side and back up under the center to the right side of the pipe.
- 2) From the right side of the pipe, the fluid will flow back to the left side of the pipe.
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