



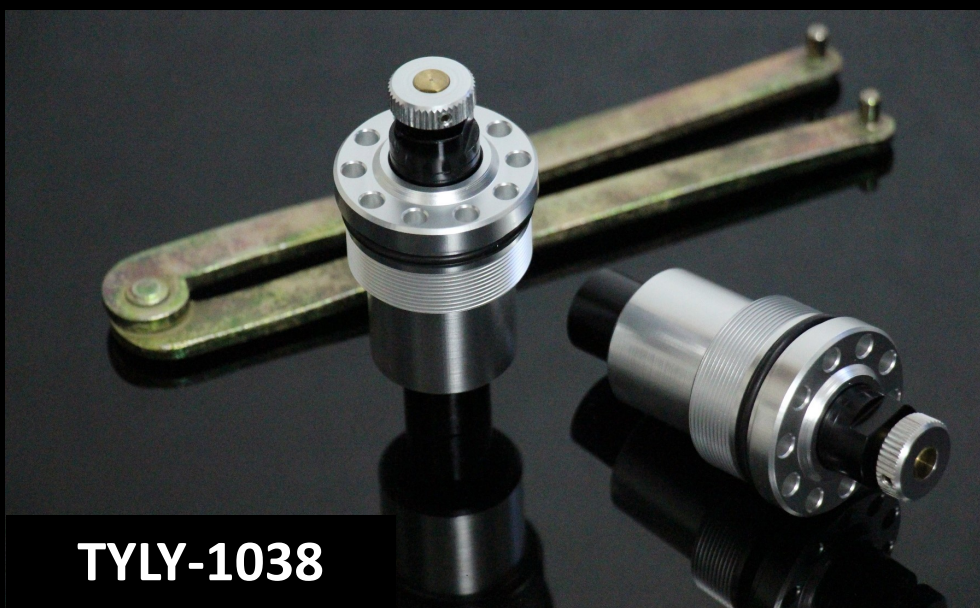
MAKING YOUR DREAMS A REALITY

## FITTING INSTRUCTIONS

### Forks Caps TYLY-0038 and TYLY-1038



**TYLY-0038**



**TYLY-1038**

The TYGA fork caps are designed in house to offer greater adjustment to the standard Honda forks.

The procedure below explains how to perform a basic fork overhaul, including changing the oil and fitting the TYGA fork caps. The TYGA caps rebound adjusters are preset so that fitting is quite easy

- 1)** Before removing forks from bike it is best to loosen the standard fork caps as these can be a little tight if the bike has not had a recent fork overhaul. Loosen the top triple clamp pinch bolts and using a good fitting socket, loosen the caps. Do not remove at this stage, just loosen.
- 2)** Remove forks from bike and clean thoroughly
- 3)** Hold the bottom of the fork in a soft jaw vice and undo the cap completely. The stanchion is now free to slide down inside the outer while you tackle the fork caps.
- 4)** Check the current rebound damping setting. Screw the brass adjuster fully home counting the clicks, but only till it just seats (don't be forceful), and then back it off to the nearest click. This is your rebound setting. Make a note.
- 5)** The cap is secured to the damper rod by a thread in the cap and a locknut. Two 14mm spanners are required to undo the locknut (found just under the cap). One spanner on the preload adjuster and one on the locknut and crack it loose. Once loose it should come off easily by hand. As a tip, it may be useful to use a plastic bag over the end of the spanner on the preload adjuster end to avoid damage to the anodizing.
- 6)** Now remove the locking washer, plain washer, preload tube, another plain washer and the spring. Note the orientation of the spring. Tighter wound coils go to the bottom upon reassembly.
- 7)** Now you can check your current oil height setting. Fully compress the stanchion and the damper rod as low as they'll go and then measure the distance from the oil to the top of the stanchion. Make a note.
- 8)** Pour out the oil in the fork. Now pump the damper rod up and down a couple of times and pour out the oil again. You'll need to repeat this a few times to make sure that the cartridge is completely emptied of old oil. When empty you should be able to slide the damper rod up and down it's full stroke with no resistance.

**9)** The correct method for internal cleaning is total fork disassembly, but acceptable results can be achieved by now filling the fork with 100cc or so of new oil and pumping the damper rod up and down a few times to mix with any old oil remaining and then discarding.

**10)** With the stanchion and damper rod fully compressed fill the fork with fresh oil. Start with 350cc. Now very slowly pump the damper rod up and down through it's full stroke several times. Note that when pulling the rod up oil will be forced out the hole in the top so great care is needed not to cover yourself in oil! One trick is to wind the old fork cap on half way and this will stop the oil shooting everywhere. What you're doing is bleeding the cartridge. When the cartridge is full of oil you will feel resistance all through the stroke of the damper rod. Also pump the stanchion up and down several times

**11)** Now fully compress the stanchion and damper rod and check the oil height again. Fill with fork oil to manufacturer's recommended setting from the top of the stanchion. This is the standard setting. Increasing oil 5~10mm may be good in fast riding applications as this will firm up the bottom of the stroke.

**12)** Pull the damper rod out again (slowly and carefully!) and now fit the spring, washers, spacers etc in reverse of removal.

**13)** Wind the locknut to the bottom of the threads (maximum number of threads showing) and now fit the preset TYGA fork cap. Screw the cap onto the damper rod until you just feel very slight resistance. This resistance is the brass rebound damper needle seating into the top of the damper rod. With the needle just touching in this position, wind up the locknut and nip up no more than finger tight. Now turn the rebound adjuster anticlockwise 5~6 clicks to pull the needle away from the damper rod. This will stop any chance of needle damage when the locknut is tightened up. Now, using the two 14mm spanners, tighten the locknut paying attention to trying to turn the locknut and not the cap. Check that the rebound adjuster is free to turn.

**14)** Pull up the stanchion and screw the cap home. Use the supplied pin spanner to lock it up.

**15)** Job done!

The following settings are provided as a start point, but please set up according to your riding style and preference.

**Oil Level: As recommended by the manufacturer Oil Weight: 10W**

**Preload: 5 lines from top**

**Rebound: 7 clicks out from fully in.**



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