

## ORDER FORM – Fork overhaul

Please complete, sign and enclose with the fork

### CUSTOMER DETAILS

Name \_\_\_\_\_

Email: \_\_\_\_\_

Telephone number: \_\_\_\_\_

### VEHICLE DATA

Model: \_\_\_\_\_ Year of manufacture: \_\_\_\_\_

Driver weight (with full driver's gear): approx. \_\_\_\_\_ kg

Passenger operation: ☐ yes ☐

No

My motorcycle is mainly a:

☐ Roadster ☐ Scrambler ☐ Cafe Racer ☐ Bobber ☐ Original

Handlebars: ☐ high position ☐ flat position ☐ Clip-on handlebars

I prefer: ☐ comfortable ☐ sporty ☐ very sporty

Area of use: ☐ country roads ☐ Off road ☐ Racetrack

Has the fork already been overhauled? ☐ Yes ☐ No ☐ Not known

If yes, please tick which work was carried out:

☐ Fork stand pipes shortened ☐ Stand pipes straightened

☐ Standing tubes polished ☐ Plunger tubes honed

☐ I cannot say or am not sure

### Scope of fork overhaul (included in the base price)

- Disassembly of front fork
- Cleaning and inspection of all fork parts
- Measuring the fork tubes and guides
- Replacement of dust caps
- Replacement of fork oil seals
- Assembling the fork with new sealing rings
- Adjusting oil quantity/viscosity
- Adjusting the correct air cushion

### ◆ Optional additional work

*Please tick the desired options*

**Note:** Prices are per pair

<input type="checkbox"/>	Honing fork tubes (see 1)	40 €
<input type="checkbox"/>	Polish fork stand tubes (see 2)	35 €
<input type="checkbox"/>	Install SE fork spring kit	145 €
<input type="checkbox"/>	Remove fork stabiliser bracket (see 3)	175 €
<input type="checkbox"/>	Powder coat fork tubes, right+ , left	190 €
<input type="checkbox"/>	Shorten fork stand pipes for twinshock models by _____mm	175 €
<input type="checkbox"/>	Shortening of fork stand pipes for Monolever models _____mm	145 €
<input type="checkbox"/>	Shortening the fork stand tubes for Paralever models	165 €
<input type="checkbox"/>	Shortening the fork stand tubes, other (price according to time and effort)	

### ◆ Technical information

1. In BMW two-valve models, the standpipes run directly in the aluminium of the lower dip tubes – comparable to the piston-cylinder unit of a combustion engine. The running surfaces are relatively long, which results in high breakaway torque. We apply a cross-grind to these surfaces using suitable honing stones. This noticeably reduces the breakaway torque, which significantly improves the fork's response.
2. Careful polishing of the standpipes smooths out minor scratches or stone chips, which improves the sliding behaviour. As a result, the fork responds more sensitively and is less prone to leaks. Important: Deep scratches or rust spots cannot be removed by polishing – in such cases, the standpipe must be replaced.
3. The original fork stabiliser often looks rather bland and out of place on a classic BMW model. Test drives after removal showed no adverse effect on handling. However, if you still want additional stability, you can opt for the optional SE

Heavy-duty front fender. This is made of 2 mm thick sheet steel and offers both functional improvements and enhanced appearance.

Additional work: We carry out additional work up to 10% of the order value automatically and without prior consultation.

 **SIGNATURE**

**Place/date:** \_\_\_\_\_ **Customer signature:** \_\_\_\_\_

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 **Please enclose this completed form with the fork.**