



Montageanleitung für SE Dämpfungssystem

Assembly instructions for SE damping system

Please be careful. Improper assembly can lead to serious accidents, as well as damage to the vehicle conduct. Please note that we cannot assume any warranty for vehicle-specific tolerances. It may be necessary in individual cases that our product needs to be adapted. Please let work on safety-relevant components (brakes, wheels, cables, chassis) can only be carried out by qualified personnel. These are: Growing instructions have been prepared by us to the best of our knowledge, all details without warranty. We do not recommend all regularly check secured screws and, if necessary, to follow. Make sure that the freedom of movement from the handlebars and wheels are always guaranteed.

1. Disassemble original fork
2. Assembly of the fork cartridges
 - a. Push the inner tube and the outer tube back together.
 - b. Then reassemble the fork sealing ring, the securing ring and the dust cap. We recommend renewing the fork sealing rings. Use them a suitable impact tool for mounting the sealing ring.
 - c. Disassemble the fork cap of the new cartridge, as well as the Centering disc, the spacer and the spring and take the following Basic setting.
 - d. The adjustment screws of the damping (slot screwdriver) they turn against turn the clockwise direction out to its stop and connect it again 8 turns in.
 - e. The spring preload adjusters rotate them clockwise up to their Attack.
 - f. Now insert the new cartridge cartridges into the respective fork spar.
 - g. Carefully insert the screw of the cartridge into the fork base from below and then tighten them with a tightening torque of 25 Nm.
 - h. Fill the fork holder with the recommended fork oil. The correct The air chamber is set only after the ventilation process.
 - i. First, only mount the fork caps and rotate them 4 Turns on the piston rod.
 - j. Afterwards, move the fork cap with the piston rod for so long and until the damping starts noticeably.
 - k. Then lower the inner tube and the piston rod completely. Under use a fill measuring rod to adjust the recommended air chamber; and extract excess oil or fill up to the specified level.

Version 40mm/41mm forks:

- I. Assemble components in the following order:
Fork spring

Centring disc

Distance sleeve

m. Pull the piston rod up to its stop and screw the Fork cap until you feel a slight stop. Counter the Now remove the fork cap with the nut on the piston rod. For this you have to push the spring down a little bit. Another hand is here Helpful.

n. Push the inner tube upwards and screw the Fork closure lid. Pull it with a tightening torque of 10Nm fixed. Adjust the adjusting screw to adjust the damping and the Spring preload in each case to the recommended position.

o. Now mount the fork, front wheel, mudguard and brake pliers again.

Version 36mm/38,5mm forks:

l. Insert the Gabelholm from the bottom into the fork bridge and up to the Push stop in the upper bridge. Clamping screws of the lower bridge with 20Nm tightening. Always keep the lower fork tube fixed in the stop because otherwise it can fall down.

m. Pull the piston rod up to its stop and screw the Fork cap until you feel a slight stop. Counter the Now remove the cable cap with the nut located on the piston rod. For this you have to push the spring down a little bit. Another hand is here Helpful.

n. Push the inner tube upwards and screw the Fork closure lid. Pull it with a tightening torque of 10Nm fixed. Adjust the adjusting screw to adjust the damping and the Spring preload in each case to the recommended position.

o. Now mount the fork, front wheel, mudguard and brake pliers again.

Basic setting:

The actuation of the actuators is as follows: The damping of the compression and tensile step takes place in the Clockwise to and from counterclockwise. Information on their setting always means rotated from to, so all the way to the right to a tangible stop, to up. The spring preload increases clockwise and counterclockwise. Information on their setting always means from up, all the way to the right up to a palpable Stop turned, after too.

rebound (black): 4 revolutions
compression level (silver): 4 revolutions

Spring preload: 8 revolutions

the amount of oil, or the Air gap should be:

- more comfort 150 mm
- sporty driving style 120mm
(higher braking stability)

Setting spring preload:

Basic setting 8 revolutions

More comfort, better steering behaviour: 8 revolutions

Sporty driving style, higher braking stability: 12 revolutions

Adjustment of rebound:

Basic setting 4 revolutions

More comfort: 6 revolutions

Sporty driving: 2 revolutions

Adjustment of compression:

Basic setting 4 revolutions

More comfort: 6 revolutions

Sporty driving: 2 revolutions

Please proceed carefully. Improper installation can lead to serious accidents, as well as damage to the vehicle. Please note that we can not guarantee for vehicle-specific tolerances. It may be necessary to adjust our product in individual cases. Please have work on safety-relevant components (e.g. brakes, wheels, lines, chassis) carried out by qualified personnel only. These mounting instructions have been prepared by us to the best of our knowledge, all information is without guarantee. We recommend that you regularly check and, if necessary, retighten all screws that are not secured. Make sure that the free movement of your handlebar and the wheels is guaranteed at all times.

Remark:

A fork damping system must be run in for approx. 500km. Only in the course of this period does the final, light gliding ability and the sensitive response behaviour set in. Slight grinding or squeaking noises may occur during the first 1,000 km.