

## Fitting Instructions for Honda CB500X/F

### Level 1 and Level 2 Fork Upgrade Fitting Instructions

Ensure bike is securely mounted on suitable stand or scissor lift, if our Engine Guard RRP 437, is fitted. If not, then use some form of stand, **not a rear paddock stand**, to keep the bike vertical.

1. Remove front fender, remove both caliper mounting bolts and drop caliper away. Undo pinch bolt on bottom of left fork leg, using 12mm spanner or our Spanner RRP 453. Undo and remove front wheel spindle, using 17mm hex plug wrench, or our Front Wheel Spanner RRP 452, remove front wheel and spacers.

2. Undo upper triple fork pinch bolt, using 12mm socket or ring spanner, and undo fork cap a couple of turns using 17mm socket or ring spanner. Undo lower triple pinch bolt, using 14mm socket or ring spanner, and withdraw fork leg. Repeat for other leg.

**IF YOU ARE NOT COMPETENT, OR UNSURE ABOUT FITTING NEW FORK INTERNALS, THEN CONSULT A PROFESSIONAL SUSPENSION WORKSHOP.**

3. Hold fork leg lower in vice, using soft jaws, or with cloth protection, at about 45 degrees, and undo Allen screw in bottom of fork leg and remove screw. Make sure that a container is placed under the axle end, as oil will come out of the hole once the screw is removed. There is a copper washer under the head of the screw, which may, or may not drop out.

**DO NOT LOSE THIS.**



4. Remove fork cap by holding upper fork tube and undoing cap. Compress fork slightly, remove plastic spacer and pull out fork spring, DISCARD BOTH SPACER & SPRING. Remove fork leg from vice and invert slightly to tip out damper rod and short top-out spring. Pump fork slowly to remove all oil from chamber.



5. Remove split seal from OEM damper rod, and fit to new damper rod. Fit OEM top-out spring onto shaft of new damper rod, and slide into fork. Hold lower fork in vice, with soft jaws, or with cloth protection, at about 45 degrees angle.



6. Put new fork spring into fork and apply pressure to damper rod, to ensure alignment of damper rod in bottom of fork leg, it can help to insert a small screwdriver up through the hole in the bottom of the leg which should go into the threaded hole in the bottom of the damper rod.



7. Refit M8 screw in bottom of fork leg, into new damper rod, make sure copper washer is in position. Tighten screw by hand.



8. Remove fork from vice and remove fork spring, slide fork in and out, to check free movement pour in 150ml of 10W Fork Oil



9. Work fork up and down a few times to free any trapped air bubbles. Then drop in damper piston assembly, threaded end first, into fork leg. Next drop in spacer tube, stepped end first, above piston assembly. Pour in the remainder of the 10W fork oil and work fork slowly up and down to remove trapped air. It can help to extend the fork fully, then cover the open top of the fork tube with the palm of the hand, and push down, this will pressurize the fork and help remove trapped air.

Total Fork Oil Capacity:

Level 1 – 420ml per fork leg

Level 2 – 450ml per fork leg



10. Once satisfied that all air is removed, drop new plastic liner into fork tube, as shown in picture. Then insert fork spring into extended leg, the spring should seat over the collar of the plastic liner, as a centering guide for the spring.






11. Remove existing R Clip from OEM Pre Load Cap on underside, do not remove steel washer.



12. Fit locking washer clip (supplied with kit) on to centre shaft, making sure the tags point slightly up, then using a tube or socket tap them down until it seats with the steel washer



<p>13. Holding fork tube by hand, or if in a vice use soft jaws and hold the tube near the top where the seals do not run. If the spring and damper rod components are seated correctly then with the fork at full extension the spring should extend through the top of the tube by several mm. Insert existing Pre Load Adjuster into fork tube a few turns by hand.</p>	
<p><b><u>Pre-Load Adjusters</u></b></p>	
<p><b><u>MAKE SURE THAT THE O RING IS FITTED, AND THE CENTRE SPINDLE IS WOUND ALL THE WAY OUT (MINIMUM PRELOAD), THIS WILL MAKE FITTING EASIER.</u></b></p>	
<p>14. Hold fork leg in vice, using soft jaws or protective cloth, at about 45 degrees angle. Tighten Pre Load Adjusters hand tight, holding chrome upper with one hand, using 22mm socket or ring spanner.</p>	
<p>15. Fully tighten Allen screw in bottom of fork leg, then remove leg from vice and work up and down to check movement and damping.</p>	
<p>16. Clean off all oil from outside of fork with cloth and refit into triple clamps.</p>	

17. Once fork are in triple clamps, and top of chrome upper is level with top of new top triple, tighten lower triple screw, using 14mm spanner, or socket, and then fully tighten Preload Adjuster into fork upper, before tightening top triple screws with 12mm spanner or socket.	
18. Refit front wheel & fender	

**Torque Settings:**

Upper Pinch Screws 27Nm

Lower Pinch Screws 27Nm

Centre Stem Nut 103Nm