

OIL CHANGE

Proceed as follows:

- General clean the suspension.
- Protect the surface of the outer tube and block in the vice the suspension , as shown in figure.

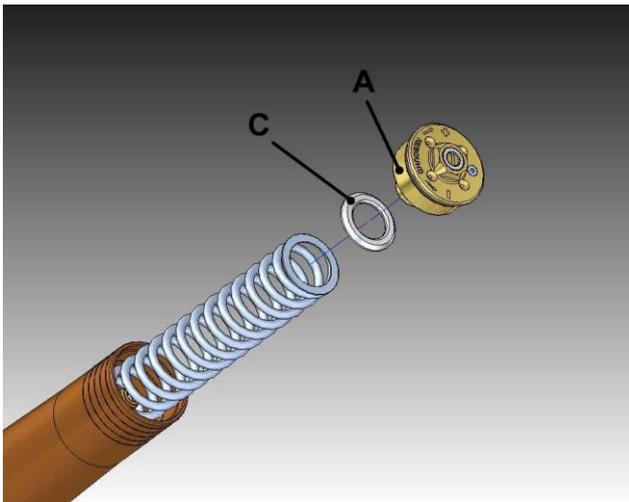
 Warning! Tighten the vice moderately in order not to ovalize the outer tube.



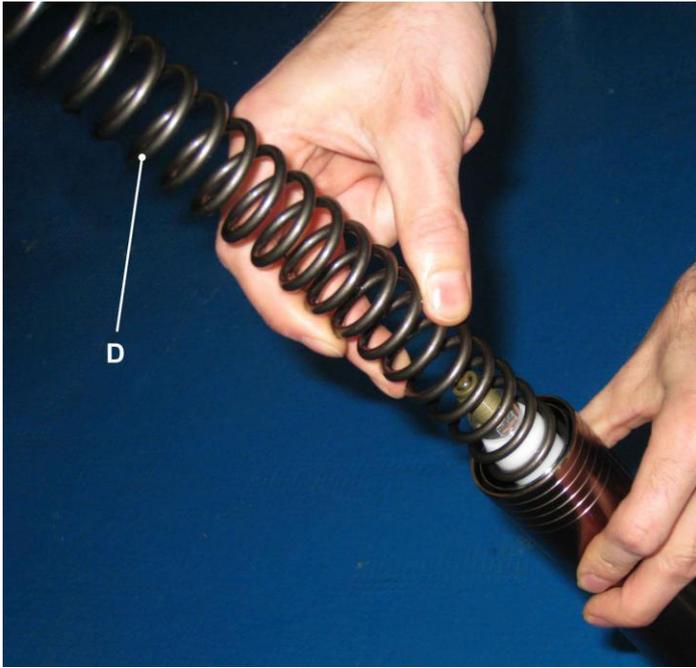
- Using a 17 mm open-ended loosen the end cap and unscrew it completely.



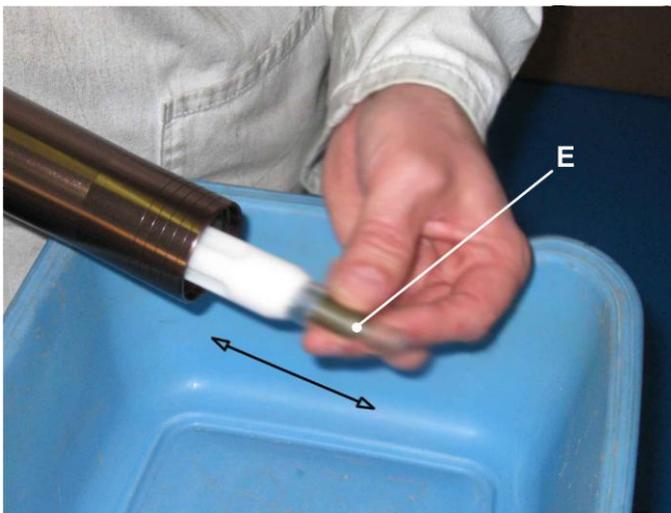
- Extract cap A sufficiently in order to access the lock nut B.
- Lower the spring with force and insert a 16 mm open-ended spanner on lock nut B and 17 mm open-ended spanner on cap A.
- Make the release of the two components.



- Unscrew the cap A and withdraw part C



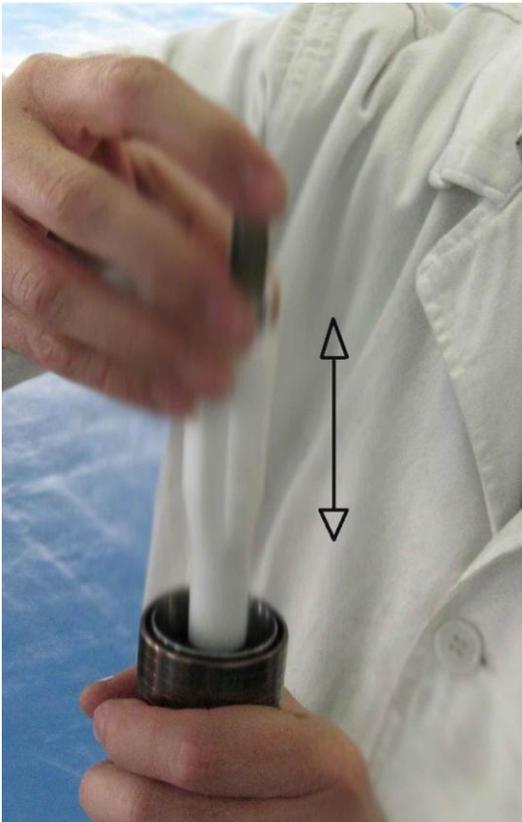
- Withdraw slowly, the spring D and at the same time, dry it with a cloth.



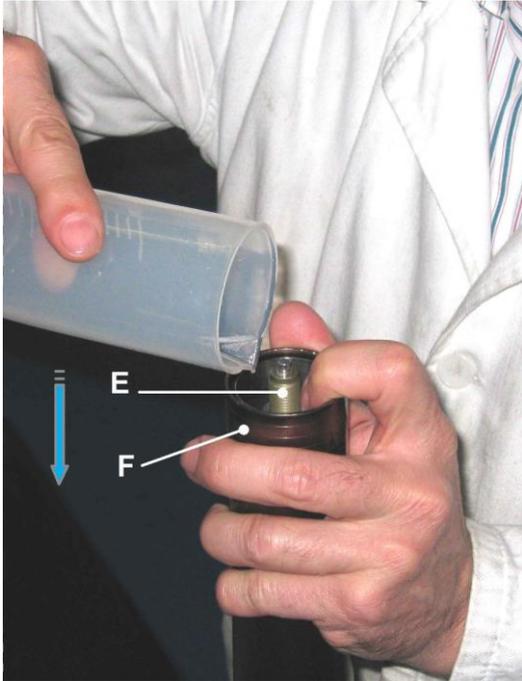
- Keep the plug upwards , in order to avoid the oil spilling as shown in figure
- Pour the oil in a tray whilst at the same time moving the rod E backwards and forwards , as shown in figure.



- Place the suspension in a vertical position and put some new oil.
Cross : Use oil type OJ 01 (SAE 5)
Motard : Use oil type OJ 08 (SAE 10)



- Using the rod, pump up and down, until you feel smooth braking, on the return stroke.



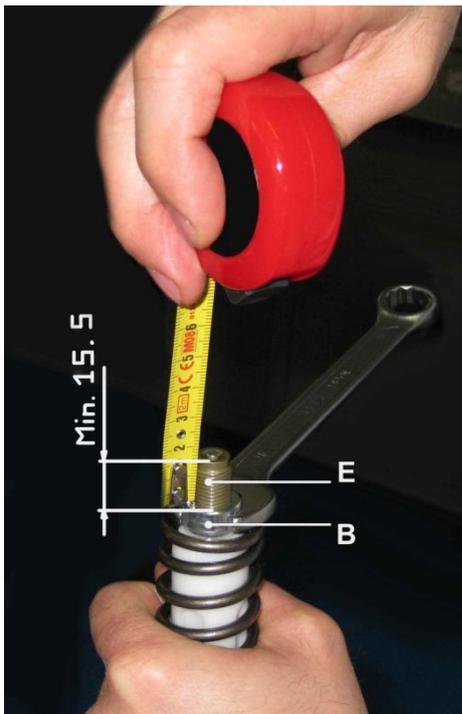
- With the suspension in a vertical position, compress the outer tube F and the rod E to the end of the stroke.
- Then complete the topping out of oil, as follows :



- Bring the oil level to 100 mm from upper edge of part F (keep the outer tube and rod , to the end of the stroke).



- Insert the spring D in the outer tube, as shown in figure



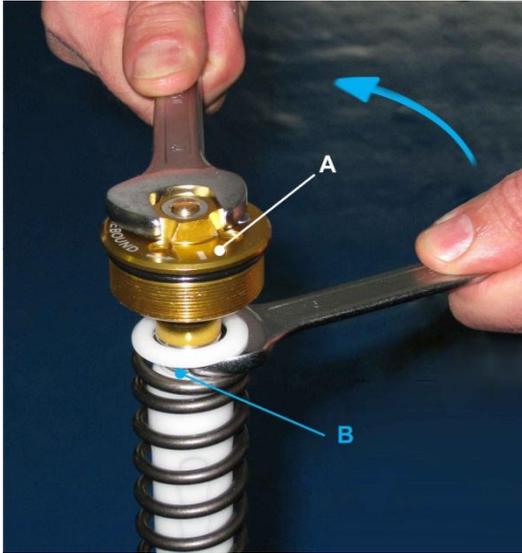
- Push down the spring manually and make sure the lock nut B, is screwed onto the rod E for at least 15.5 mm



- With the 16 mm open-ended spanner into the lock nut , insert the washer G, making sure that the chamfer is facing the top.



- Screw totally the cap on the rod , as shown in figure .



- Hold the cap A and tighten the nut B against with torque $18,6 \div 20,6$ Nm , as shown in figure
- Remove the open-ended spanner and make sure the washer, thrust out of the spring, rests in its seat at the inside of the cap.



- Using a 17 mm open-ended loosen the end plug and screw it completely with torque $11,7 \div 13,7$ Nm .