

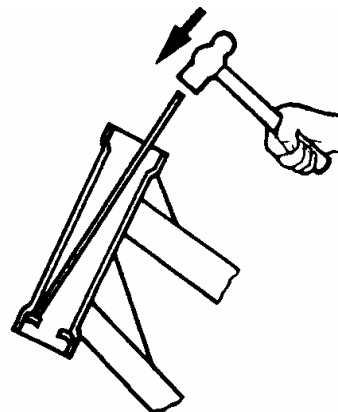
EUROCOMPONENTS

3D fork mounting instructions

Assembly should be performed by an authorized motorcycle technician

Disassembly of original front end:

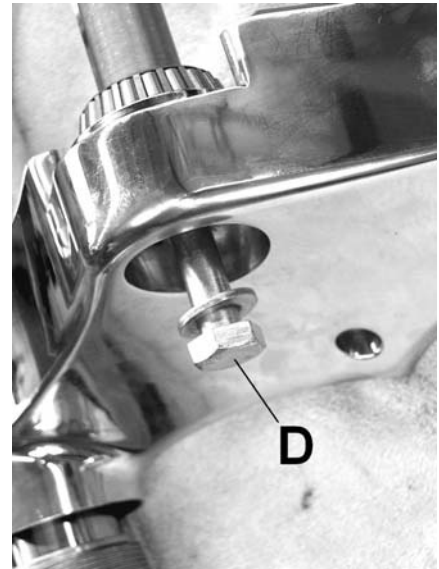
- lift the front end so front wheel is off of the ground. make sure the motorcycle is secure and there is no danger of it falling or rolling!
- remove headlight, blinkers and blinker holder.
- remove handlebars and risers.
- remove front wheel, fender and brake calipers.
- loosen the fork tube clamps on triple trees and remove both fork tubes.
- remove the original triple trees and covers.
- *if it is necessary to replace the steering head bearings (see picture), do so and be sure to apply plenty of grease to the new bearings. Make sure the bearing races are completely seated in the steering head.*



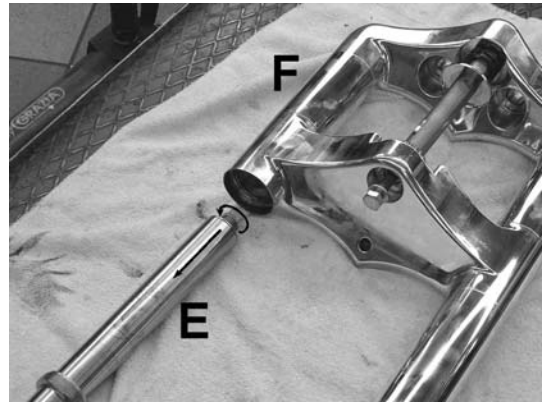
Assembly of 3D fork:

- remove the tube covers of the lowest end of the fork and the axle.
- loosen the screws on both sides of the fork bottom triple tree to open the clamps

- loosen the steering head bolt (D).



- screw off the fork tubes (E), make sure that the upper covers (F) do not fall down!



- grease the steering head bearings



- install the lower tree and the upper bearing with cap
- check the position of the steering stem if your frame has a lock on the steering head!



- check the steering stem for play in steering head bearings!



- install the upper tree.



- slide steering head bolt through the steering stem. do not tighten yet.



- install the upper covers (look for the marks on the trees and tube covers: 2 dots on the left, 1 dot on the right) and tighten the steering head bolt.
- install the cover under the lower triple tree.



- grease the thread on top of the fork tubes with copper paste
- slide the fork tubes through the new lower trees and the covers and screw in the upper trees. tighten tube with your hands.



- tighten the screws on both sides of the fork bottom triple tree to close the clamps
- install the front wheel and the tube end covers.
- install the brake system and the front fender.
- install the risers and handlebars.
- install light and blinkers and reconnect all electrics.
- adjust the headlight so light projection is safe for oncoming motorists!
- double check all nuts and bolts making sure everything is safe and secure before and after test drive!
- take test drive during which look for any play in steering head, test braking, check handling (handling will be slightly different).

EUROCOMPONENTS

Instructions on how to find the correct trail

Assembly should be performed by an authorized motorcycle technician

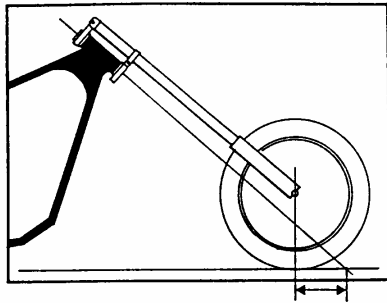
Instructions

- 1) set the bike to an upright position and get a tape measure.
- 2) hold the tape measure straight down from the front wheel axle to the floor.
- 3) mark the floor.
- 4) place the tape measure parallel to the steering axle, following the angle of the steering head all the way down to the floor.
- 5) mark the floor.
- 6) measure the distance between the two marks and you will have your trail figure.

Trail measure should fall between 3-1/2" and 4-1/2" (89mm – 114mm).

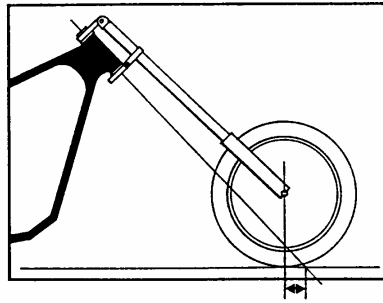
Notes

If your bike has rear suspension, you should have someone to sit on the bike while you take your measurements, so that you can simulate your actual riding conditions.



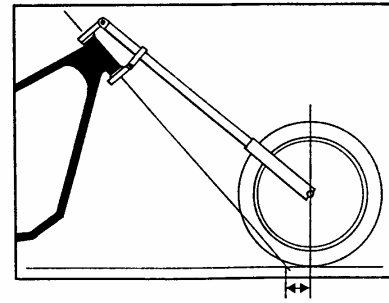
Too much trail

If the trail measure is more than 6" (152mm), the bike will handle sluggishly at high speeds, seeming almost too steady. You will have troubles balancing your bike at low speeds or on winding roads. It will feel generally sluggish and clumsy.



Normal / correct trail

Somewhere between 3-1/2" and 4-1/2" (89mm – 114mm). The bike will handle easily at both high and low speeds, flowing smoothly through the curves without swaying or wobbling. If you use a very fat rear tire you should keep the trail measure close to 3.9370" (100mm). This slightly large trail is also practical for touring.



Too little trail

With too little or negative trail (the steering axle mark behind the front axle mark) the bike will handle with unbelievable ease at low speeds, but be completely out of balance at high speeds. It will easily develop an extremely dangerous and fatal high-speed wobble.