

INVERTED FORK KIT

4RIDE



MONTESA 4RIDE EXTREM



MONTESA 4RIDE STD



ZEROPROJECT

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- 2 DISASSEMBLY OF THE ORIGINAL FORK
- 3 MODIFICATIONS
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RED

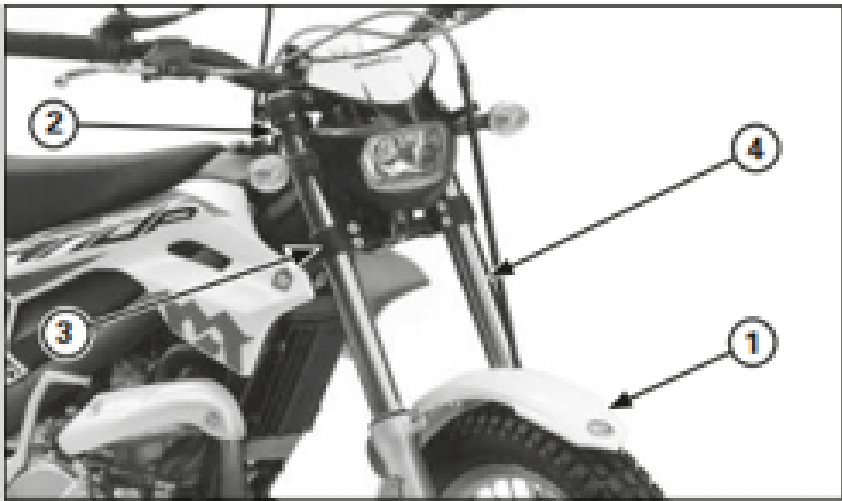


KIT ELEMENTS:

- Full inverted suspension, adjustable in extension and compression.
Travel 210 mm (+ 15 mm than standard bike).
Bars of 39 mm.
- Machined seat posts (Offset + 1°).
- Handlebar coupling turrets of 28 mm.
- Complete brake system:
Oil pump, brake hose, 4 piston caliper of 24 mm.
- Brake hose guides.
- Bar protectors.
- Off Road high fender.
- Bolt kit.
- Front axle (is coupled with the standard motorcycle rim).
- Plastic kit in red or white.
- Brackets for original headlight.

WHITE





(1) FRONT FENDER
(2) TOP BRIDGE
(3) BOTTOM BRIDGE
(4) FORK LEG

Fork

Removal

Remove the front wheel (page 4-1).

Remove the front fender.

Loosen the top bridge pinch bolt.

If the forks are to be disassembled, loosen the fork bolt.

NOTICE

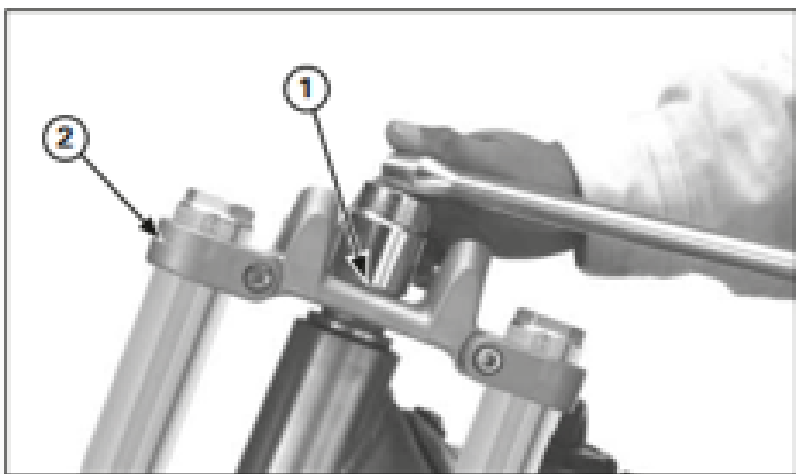
To avoid damaging the fork bolt threads, loosen the top bridge pinch bolt before loosening the fork bolts.

Loosen the bottom bridge pinch bolts, and pull the fork tube down and out.



(1) SCREWS
(2) THE HOUSING FOR THE UPPER HEADLIGHT

Front headlight and front position light.



(1) STEM NUT
(2) TOP BRIDGE

Steering stem

Disassembly

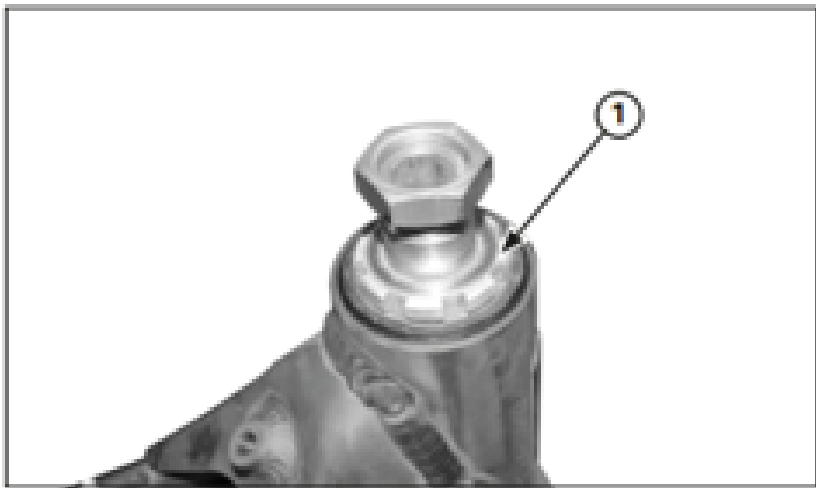
Remove the following:

- Handlebar
- Front wheel (page 4-1)
- Front fender

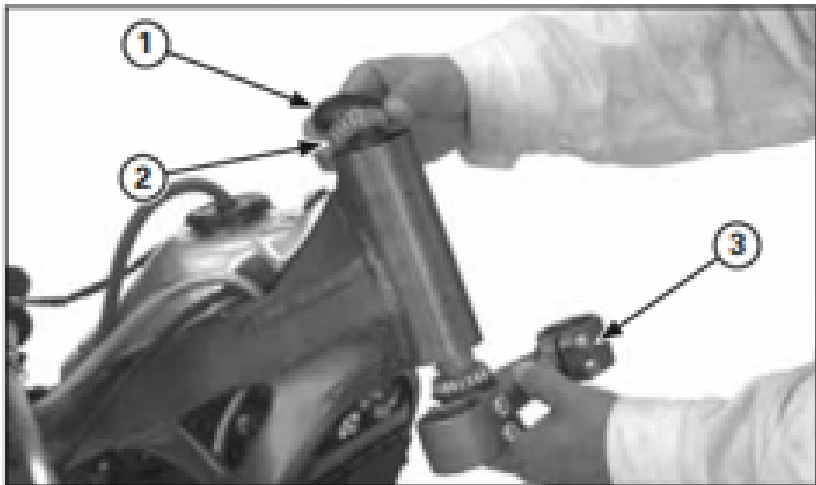
Remove the steering stem nut and washer.

Remove the fork legs (page 4-2).

Remove the top bridge.



(1) ADJUSTING NUT

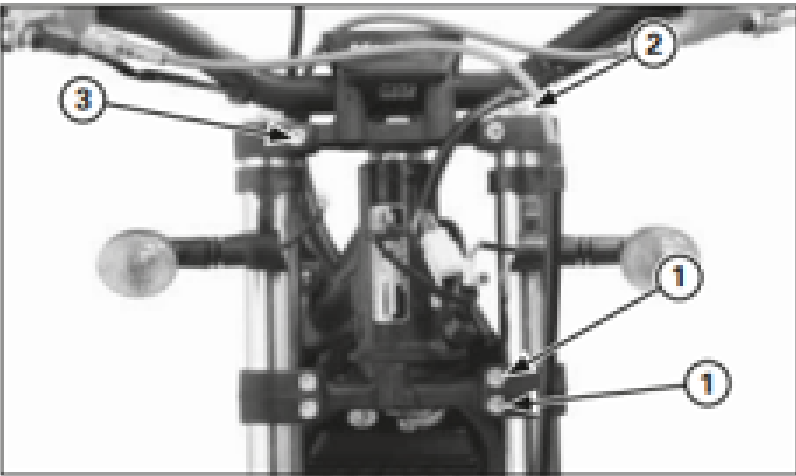


(1) DUST SEAL
(2) UPPER BEARING
(3) STEERING STEM

Remove the stem bearing adjusting nut.

Remove the following:

- Dust seal
- Upper bearing
- Steering stem/lower bearing



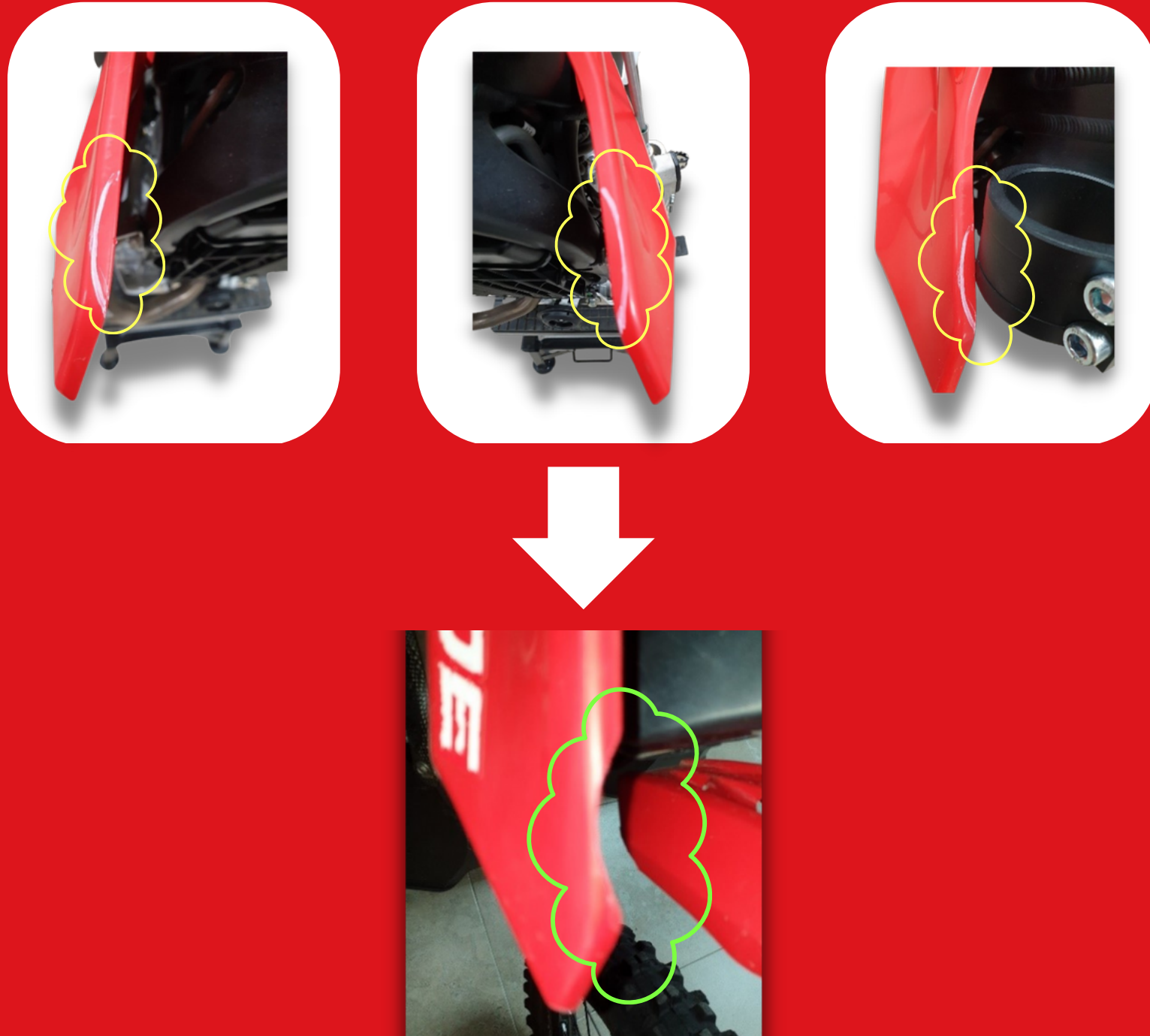
(1) BOTTOM BRIDGE PINCH BOLTS
(2) FORK BOLT
(3) TOP BRIDGE PINCH BOLTS



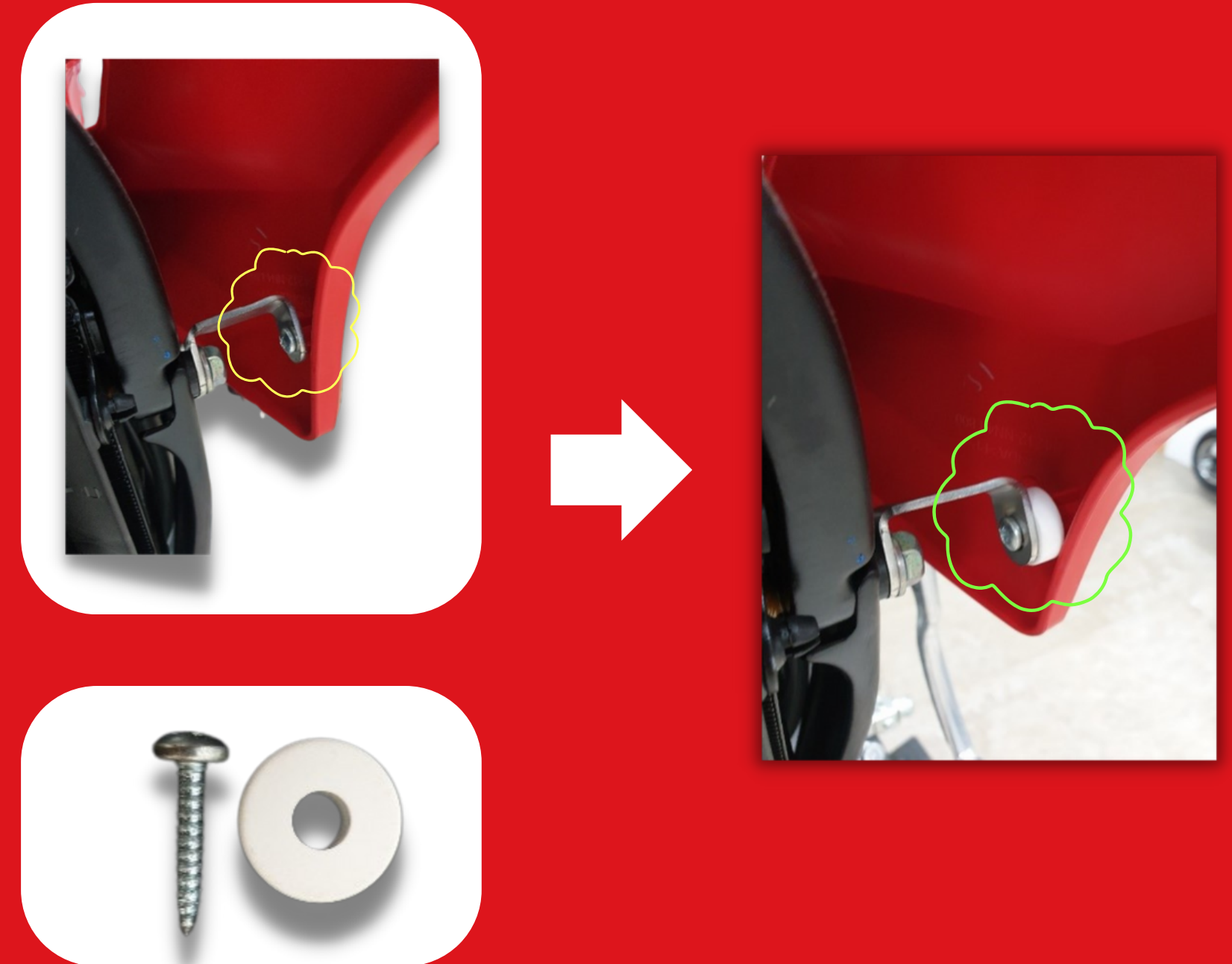
MODIFICATIONS

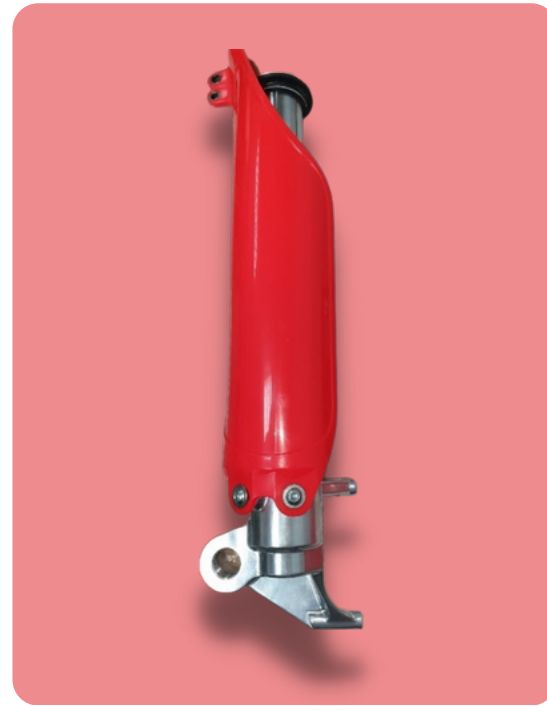
3

Trim the left and right side wings a little, so that the lower triple clamp does not interfere with turning.



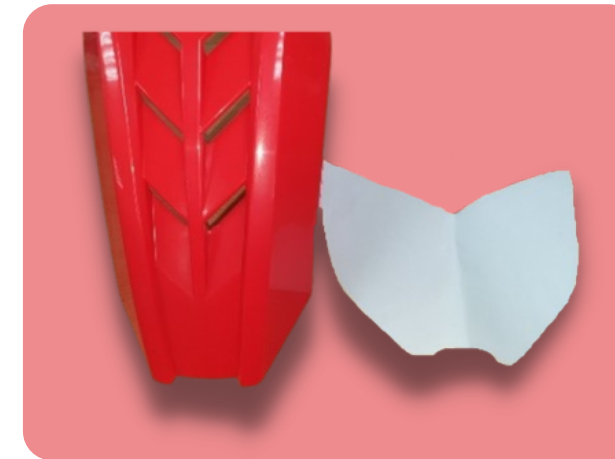
Place the white cap, between the bracket and the right and left side cover, and screw with the 4x15 plate screw.





- Assemble the fork protectors, using the M6 x 10 Allen screws.
- Fit a 10 x 6 x 3.5 bushing (torque 1.2 kgf-m) to each of them.
- The fork protector with an ear at the top, we will place it on the bar that has the toe piece for the brake caliper.

- The supplied fender is provided with a template to cut out the rear part, otherwise it could interfere with the radiator of the motorbike.



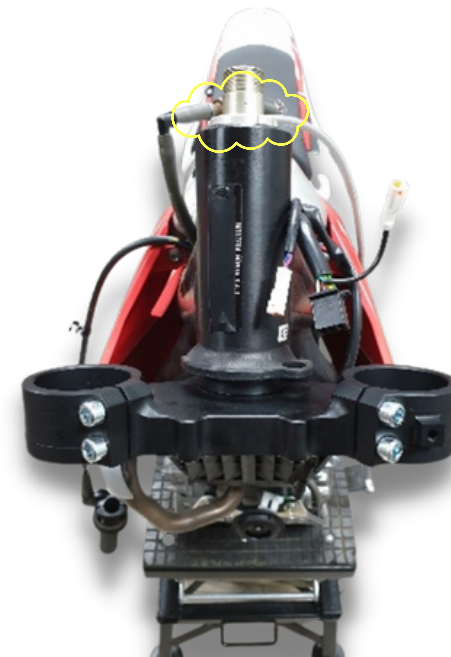
STEP 1



Extract the central axle from the original triple clamp, and mount it in the bottom seatpost supplied, as well as place the dust cap and bearing. A press is required for this operation, protect the upper thread to avoid damaging it.

*It is recommended that this action is carried out by a professional.

STEP 2



Insert the lower triple clamp into the frame pipe. Screw on the indicated adjusting nut and tighten to a torque of 0,5 kgf-m. It is important to grease the upper and lower bearing.

STEP 3



Place the upper triple clamp on the frame pipe. Tighten the upper nut until it is tight.

STEP 4



Assemble the two fork bars, and make them flush on the first line of the bottle with the upper triple clamp. Grease and tighten the M8 screws (ALLEN 6) that hold the bars to the lower triple clamp (2 kgf-m).

STEP 5



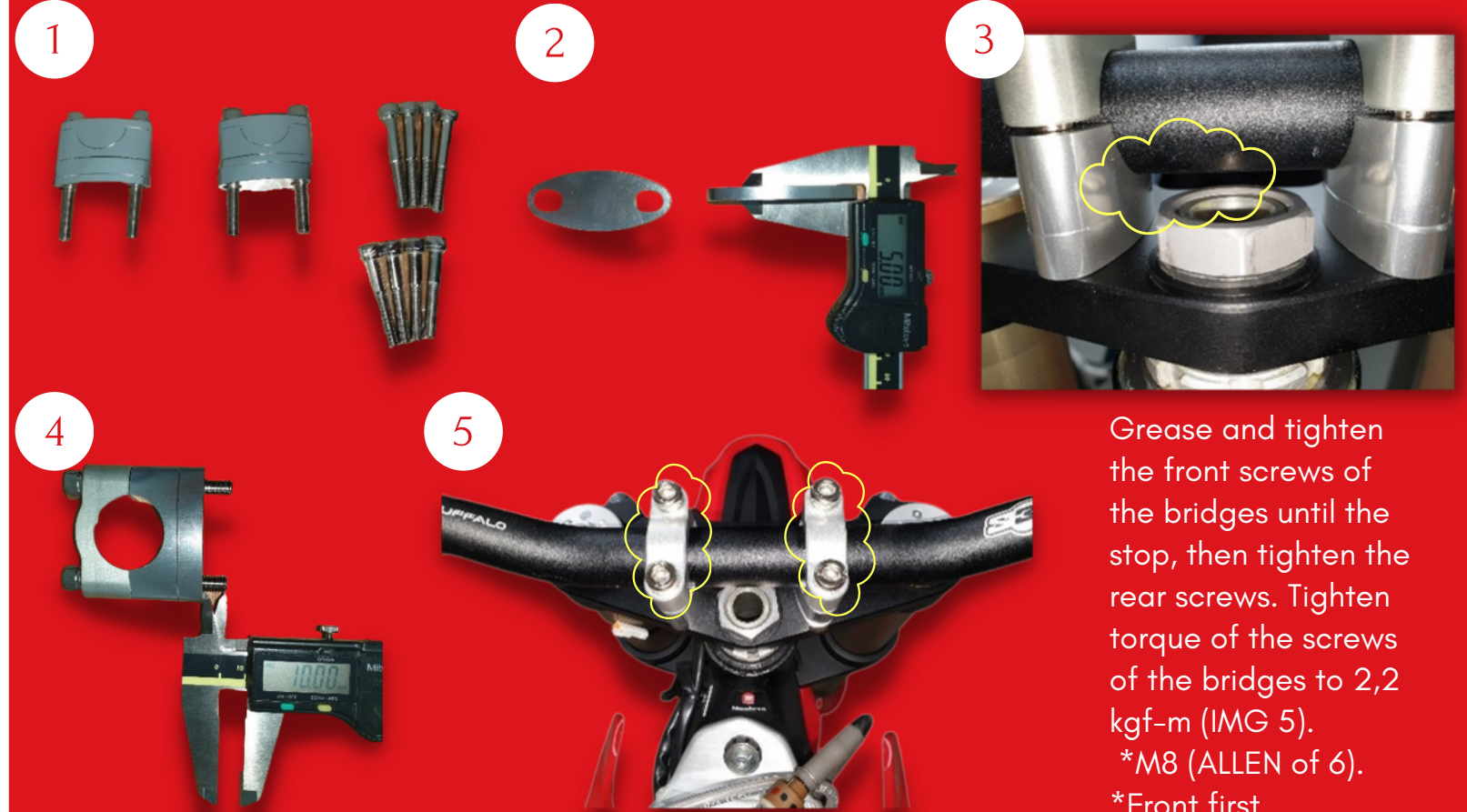
Tighten the upper nut to 10 kgf-m.
*Don't forget to fit the washer.

STEP 6



Grease and tighten the upper triple clamp screws (ALLEN 6) to 2,2 kgf-m.

STEP 7



Grease and tighten the front screws of the bridges until the stop, then tighten the rear screws. Tighten torque of the screws of the bridges to 2,2 kgf-m (IMG 5).
*M8 (ALLEN of 6).
*Front first.

Fit the supplied handlebar bridges (IMG 1) to the upper triple clamp.
Use the standard 28 mm upper bridge.
We have 2 possible advance positions and various heights.

IMPORTANT:

In the rearmost part you can't place only the 5 mm piece (IMG 2), you must have tolerance between the nut and the handlebar (IMG 3).

As there are different heights, different screw sizes are supplied. Once you have chosen your combination, you must take into account that for SAFETY reasons the screws of the bridges must be threaded into the upper triple clamp a minimum of 10 mm (IMG 4).

**If you do not follow this tip you could loosen the handlebars and have an accident.*

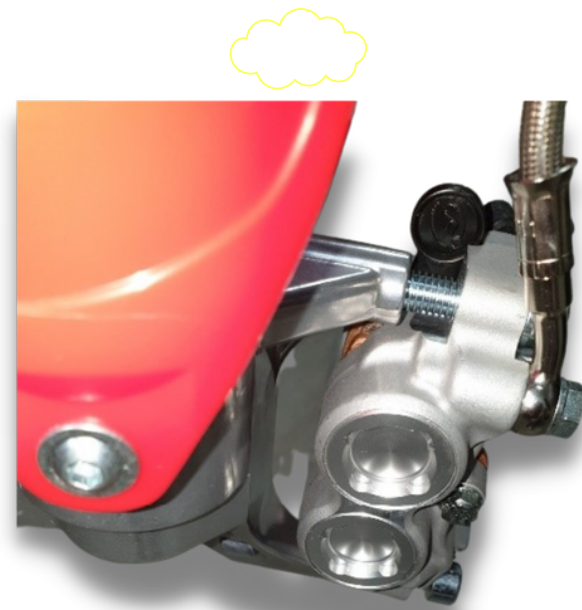
STEP 8



Once the handlebars are installed, place the gas cable and the clutch hose, as shown in the picture. Once the handlebars are mounted, turn the handlebars to both sides to check that they do not catch, and also check that the accelerator returns normally.

THIS SAME TEST WILL BE DONE ONCE THE WHOLE ASSEMBLY IS ASSEMBLED, AND WITH THE MOTORBIKE RUNNING AND IN DEAD POSITION, TO CHECK THAT IT DOES NOT ACCELERATE WHEN TURNING THE HANDLEBARS.

STEP 9



Fit the front caliper supplied, only tighten the screws.

STEP 10



Pass the hose through the back of the protector.

STEP 11



Fit the master cylinder in the same place as the standard one, and the brake hose, according to the picture.

STEP 12

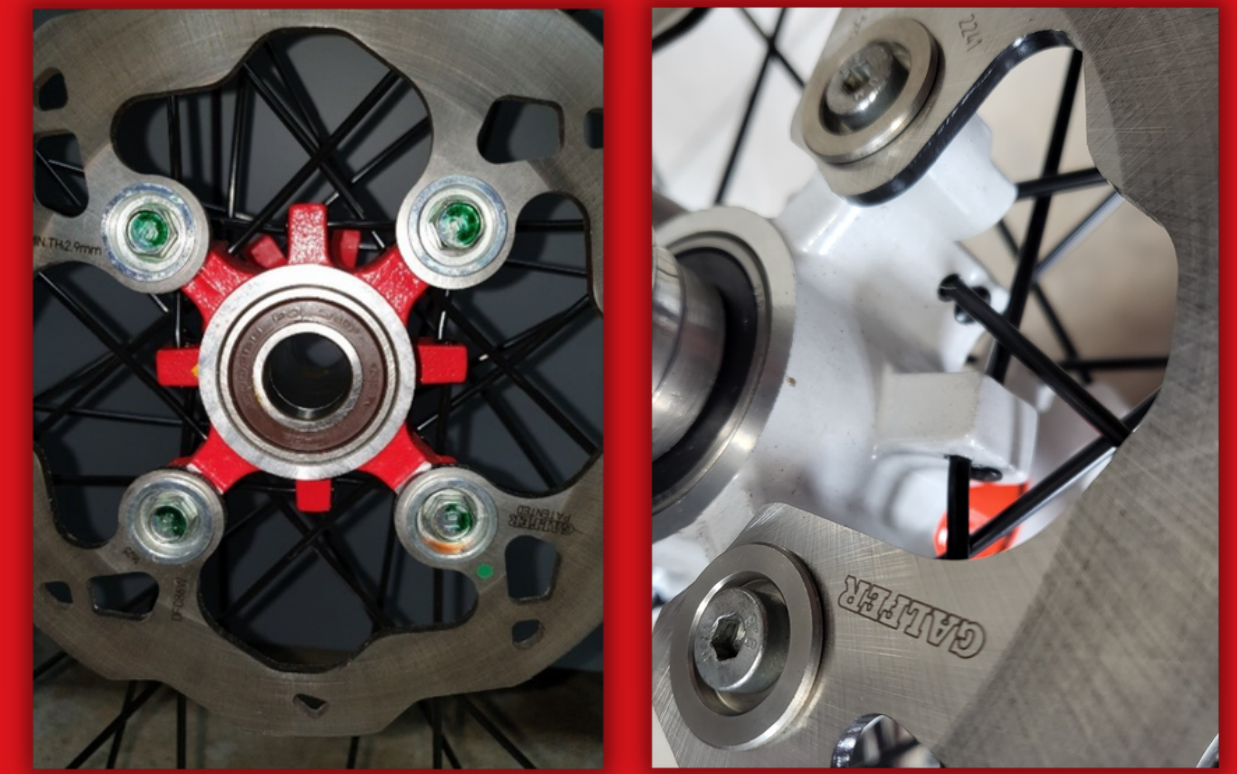


Place the hose support on the fork protector (the two pieces go on the inside), first the one without the adjusting nuts.

Tightening torque of the screws M6 of 1 kgf-m (ALLEN of 4).

*IMPORTANT: that it is well positioned, so that it cannot get caught on the brake disc or on the wheel.

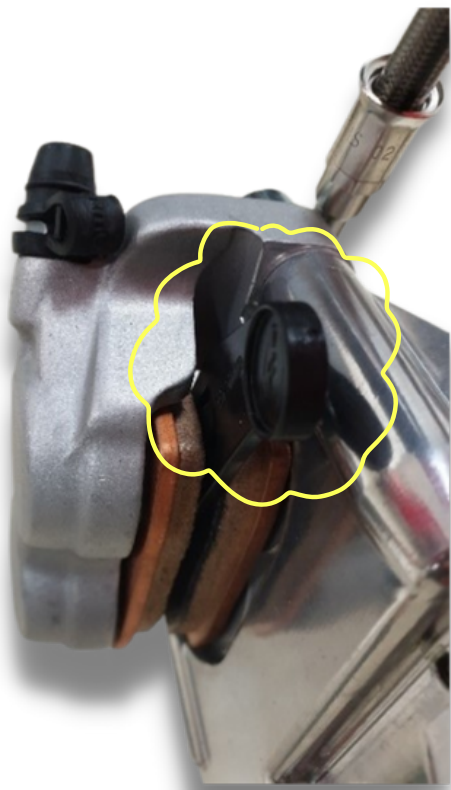
STEP 13



Replace the 4 front disc screws with those supplied:
M6 x 20 (ALLEN of 5).

Place medium thread locker and tighten torque to 1,9 kgf-m.

STEP 14



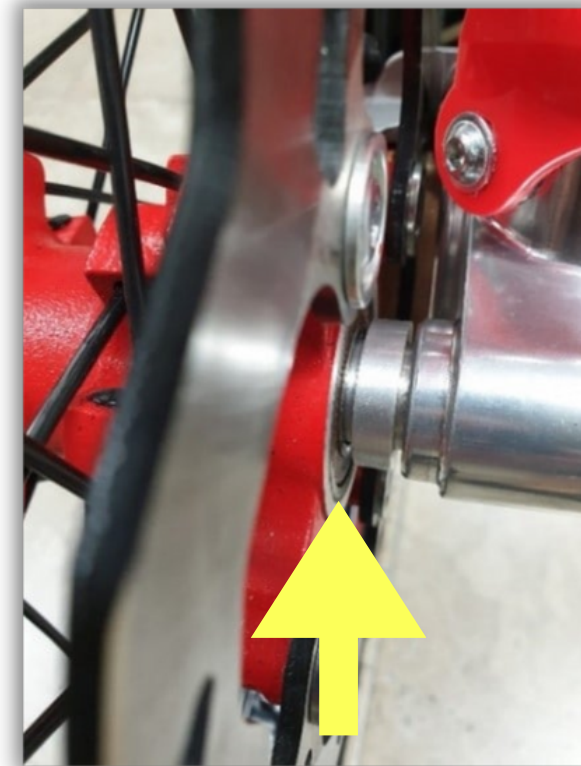
Remove the two plastic safety tabs from the front caliper.

STEP 15



Grease and mount the shaft supplied in the kit, **DO NOT** mount your original one.

STEP 16



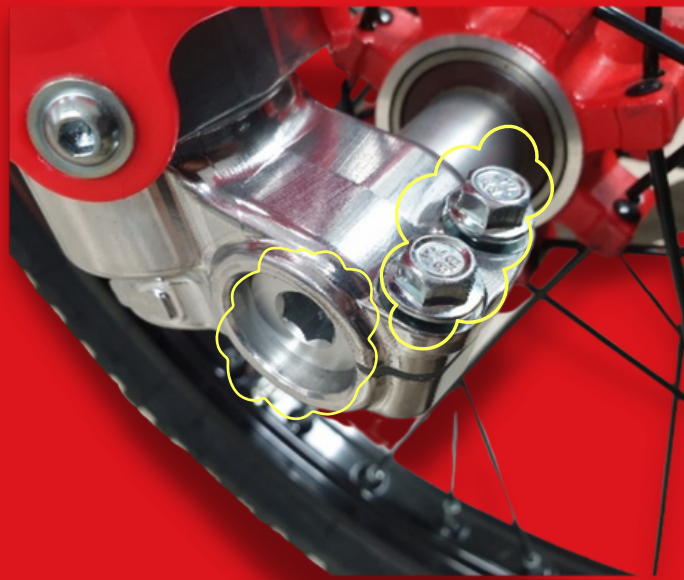
Place the supplied wheel bushing, measuring 28 x 20 x 7, between the brake caliper bottle and the rim.

STEP 17



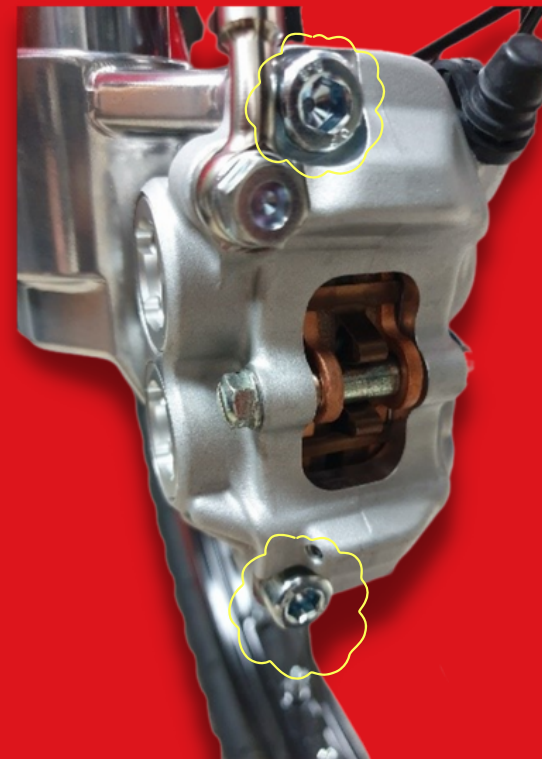
Make sure that the brake pads are correctly positioned, one on each side of the disc.

STEP 18



Adjust the front axle, lower the motorbike from the stand and suspend the front axle a couple of times, tighten the centre axle to 7 kgf-m, tighten the M6 screws and tighten torque to 1,5 kgf-m.

STEP 19



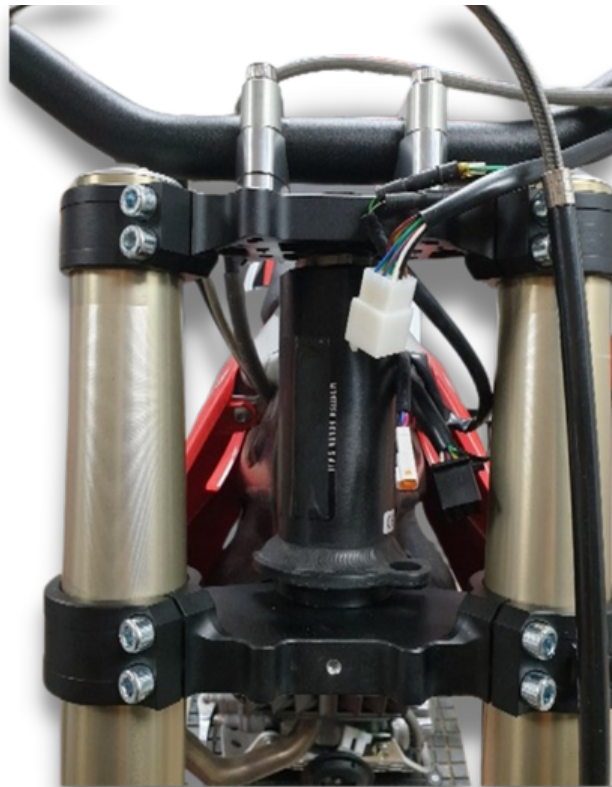
Tighten the M8 screws on the brake caliper to 2,1 kgf-m. Rotate the wheel to check that it does not rub against any components.

STEP 20



Make sure that the brake pads are correctly positioned, one on each side of the disc.

STEP 21



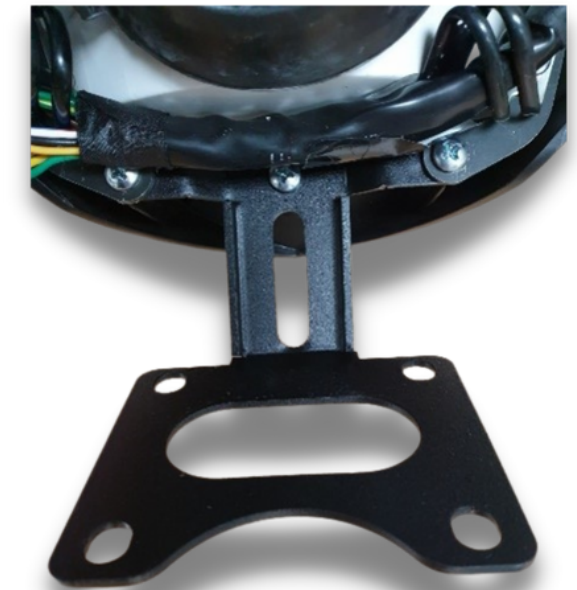
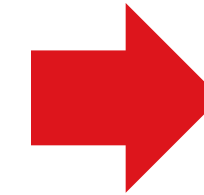
Once the whole assembly is mounted, we proceed to mount the original headlight assembly.

*** NOT VALID FOR USA**



Headlamp support kit:

- Side rubbers
- Side supports
- Lower supports



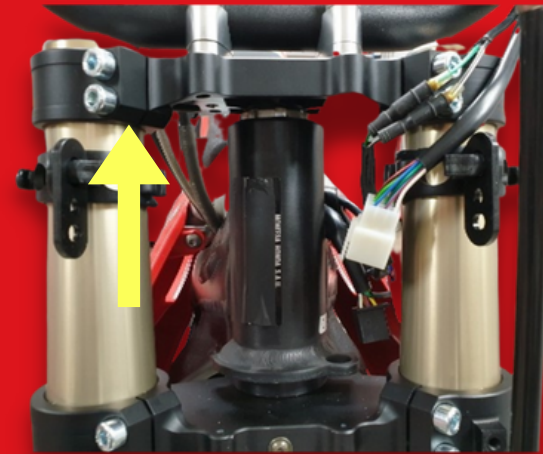
Remove the spotlight support from the lower part, and place the one supplied, according to the photograph.

STEP 22



Assemble the side light support with elastic bands.

STEP 23



Place rubber support for spotlight, according to the photo, adjust to the upper part.

STEP 24



Place the headlamp with the support, fitting it under the lower triple clamp and **on top of the mudguard**, as shown in the photograph.
Tightening torque of 1,2 kgf-m for the M6 x 25 screws.

STEP 25



Screw the supplied headlamp support to the original headlamp, using the screw removed from the original support.
Allen M6 x 17 with a tightening torque of 1 kgf-m.

STEP 26



Place the front hose inside the original headlamp guide.

STEP 27



Connect all electrical connections of the motorbike to the original headlamp.

- Full right fork bar.
- Full left fork bar.
- Front wheel axle.
- Front wheel bushing.
- Lower triple clamp + screws.
- Upper triple clamp + screws.
- Handlebar bridge kit + screws.
- Complete brake set (pump, hose and caliper with pads).
- Front brake caliper screws: 2 units ALLEN M8 x 30.
- Suspension bar protector set.
- Suspension bar protector screws:
6 units ALLEN M6 x 10.
Bushings: 6 units 10 x 6 x 3,5.
- Guide/hose support to left bar protector.
- Bar guide screws:
2 units ALLEN M6 x 15.
Bushings: 2 units 9 x 7 x 5.
- Front brake disc screws: 4 units ALLEN M6 x 20.
- Front mudguard with cut-out template.
- Front mudguard screws:
4 units M6 x 25.
4 units washers 6 x 15.
- Screws for side wing spacers:
2 units 12 x 6 x 3 bushes.
Plate screws: 2 units 4 x 15.
- Original headlamp support kit:
2 adjustable rubbers.
2 side supports.
1 central support.

Once the entire kit has been assembled, for your SAFETY, check all the components you have assembled.

- Check tightening torque of screws.
- Front wheel centring.
- Front brake touch.
- Wiring.





THANK YOU FOR YOUR TRUST!

*The images may differ due to the change of a component or reference.
It is recommended that this kit is assembled by a professional.*

FOR MORE INFORMATION: prodecome@prodecomracing.com



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www.boxzero.net