INVERTED FORK KIT

ELECTRIC MOTION EXTREM

ELECTRIC MOTION

ELECTRIC MOTION STD

ZEROPROJECT

INDEX

MODELS

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 + 1º).
- Handlebar coupling turrets of 28 mm.
- Complete brake system:
  O11 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.

WHITE

ZERO PROJECT

ZEROPROJECT

DISASSEMBLY OF THE ORIGINAL FORK

- Stop the vehicle.
- Lift the motorbike with an adjustable or non-adjustable lever stand, placing it under the engine block. Make sure you are on level ground to prevent the motorbike from falling off the stand. Be careful when lifting the motorbike if it does not have an adjustable stand. Ensure that the motorbike is securely attached before releasing it to prevent the vehicle from falling.

Disassembly:

- Remove the front plate.
- Remove the front mudguard.
- Remove the front brake caliper using a 5 mm Allen key.
- Remove the brake pump from the handlebar assembly.
- Remove the clutch pump from the handlebar assembly.
- Remove the gas throttle grip from the handlebar assembly.
- Remove the handlebar switches.
- Remove the upper bridge screws using an 8 mm Allen key.
- Remove the handlebars.
- Loosen the steering nut on the upper triple clamp.
- Remove the complete front wheel.
- Unscrew the upper and lower triple clamp with a 4 mm Allen key.
- To remove the fork bars, carefully slide one by one towards the ground.
- Remove the upper triple clamp.

Remove the lower triple clamp bearing adjusting nut.

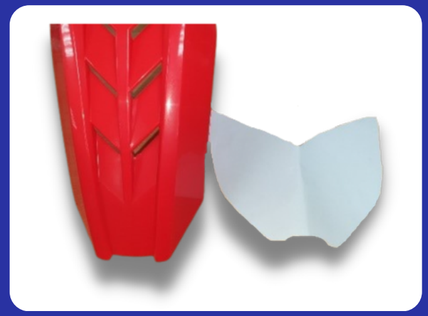
Remove the following:

- Dust seal.
- Upper bearing.
- Lower triple clamp/lower bearing.

PREVIOUS PREPARATION

- 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.



ASSEMBLY

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.

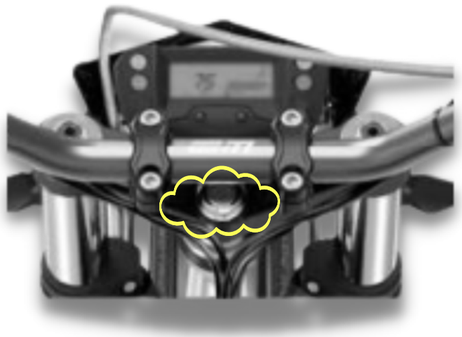
STEP 3

Place the electrical installation underneath the lower triple clamp, as in the standard one.
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



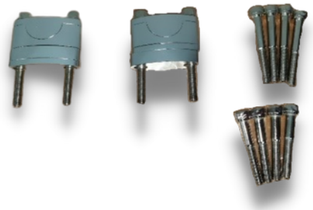
Tighten the upper nut to 10 kgf-m.
*Don't forget to fit the washer.

STEP 6

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

STEP 7

1



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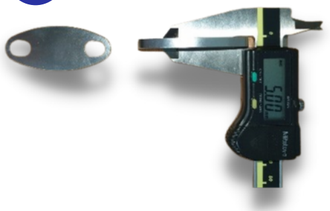

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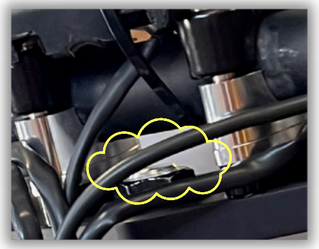
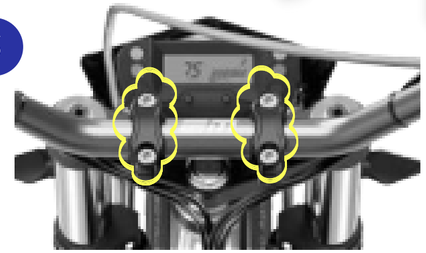


Grease and tighten the front screws of the bridges until the stop, then tighten the rear screws. Tighten torque of the screws of the bridges to 2,2 kgf-m (IMG 5).
*M8 (ALLEN of 6).
*Front first.

4

5



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.

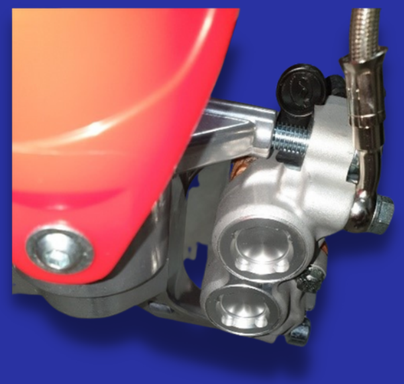
ASSEMBLY

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

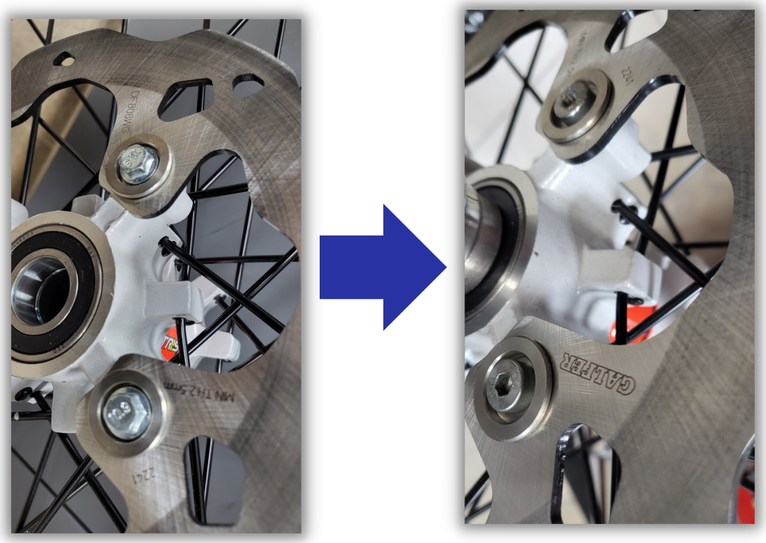
Fit the master cylinder in the same place as the standard one, and the brake hose, according to the picture.

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



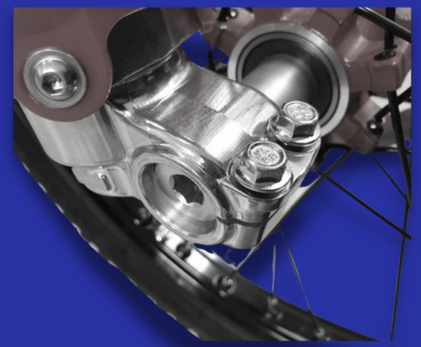
Replace the 4 front disc screws with those supplied:
M6 x 20 (ALLEN of 5).

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

STEP 14

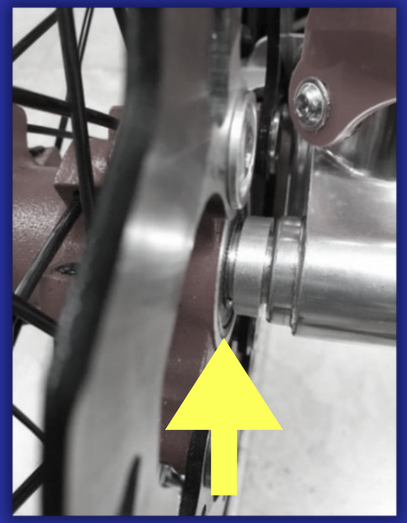
Remove the two plastic safety tabs from the front caliper.

STEP 15



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

STEP 16

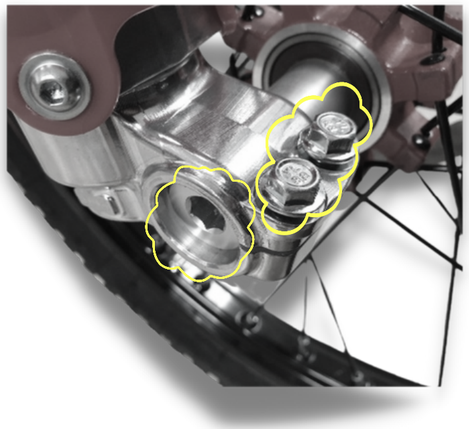


Place the supplied wheel bushing, measuring 28 x 20 x 7, between the brake caliper bottle and the rim.

STEP 17

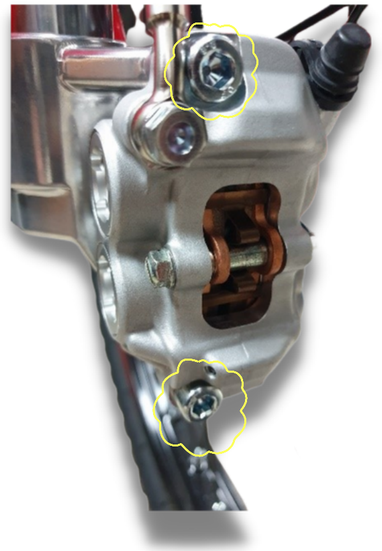
Make sure that the brake pads are correctly positioned, one on each side of the disc.

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.

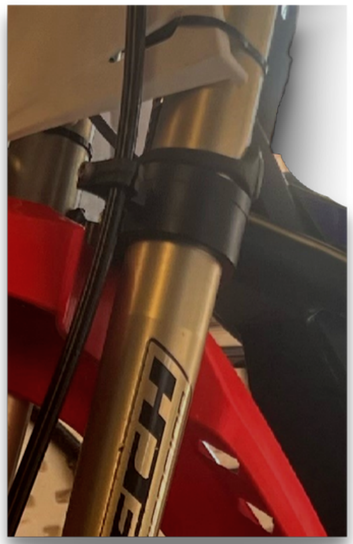
STEP 20

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

STEP 21

Fix the mudguard to the lower triple clamp, using 4 M6 screws with a tightening torque of 1,0 kgf-m.

STEP 22



Place the front hose inside the original guide of the motorbike.

STEP 23

Connect all electrical connections to the motorbike.

MATERIAL SUPPLIED

- 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.
- Guide/hose holder to lower triple clamp.
- 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.

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: prodecom@prodecomracing.com

ZEROPROJECT

www.boxzero.net