FITTING INSTRUCTIONS
YAMAHA YZF-R3

120-019-270-005

K-tech SUSPENSION

20IDS

INDEPENDENT DAMPING SYSTEM

IMPORTANT NOTES

KEY

NB **NOTE!**   ! **CAUTION!**   ! **WARNING!**

NB — The front forks are a very important part of the motorcycle and will affect the safety and stability.

NB — Read the instructions carefully and make sure you understand them before you proceed. If you have any queries please contact your dealer or nearest supplier of K-Tech Suspension immediately.

NB — K-Tech Suspension Ltd. cannot be held responsible for any damage to vehicle, front fork, personal injury or property if the installation instructions are not followed exactly.

! — Please read this instruction manual before installing the cartridge kit.

! — This cartridge kit should only be installed by an authorised K-Tech Dealer.

1 This cartridge kit was designed and developed for a specific mo-torcycle model and should only be installed onto the recommended model in its original condition.

2 After this product has been installed you should take a low speed test ride to check stability of the vehicle has been maintained.

3 This product needs specialised tools to fit correctly and should only be fitted by a K-Tech dealer or a person with the correct tools and quaified in motorcycle suspension and trained to install the front fork cartridge kits to ensure the performance of this product.

4 When Fitting the kit, fit only one leg at a time to avoid confusion. Always fit the compression cartridge into the left hand leg and the rebound into the right.
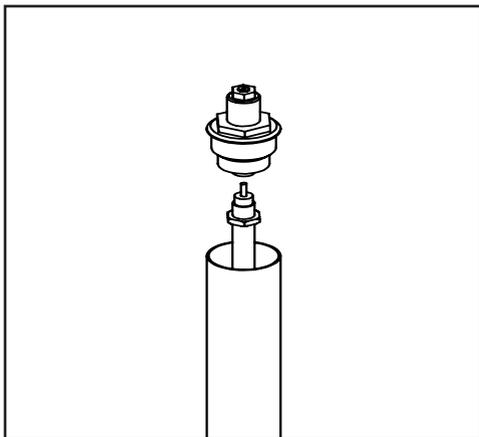
5 Remove the front forks from the motorcycle using the manufacturer's workshop manual.
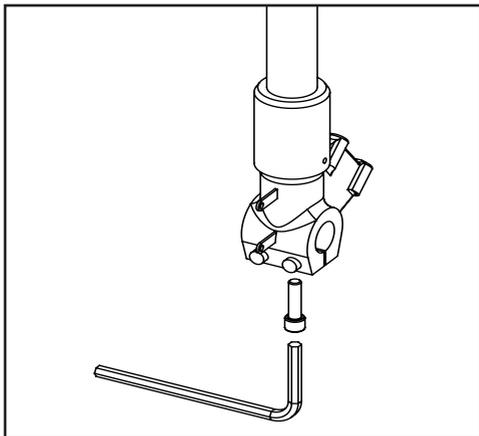
⚠️
USE
MANUFACTURER'S
WORKSHOP
MANUAL

This section shows how to dis-assemble the **Left hand leg**. Both legs are different so only work on one leg at a time.

1

Once the fork is removed from the Motorcycle unscrew the top cap fully And pull down the outer tube.
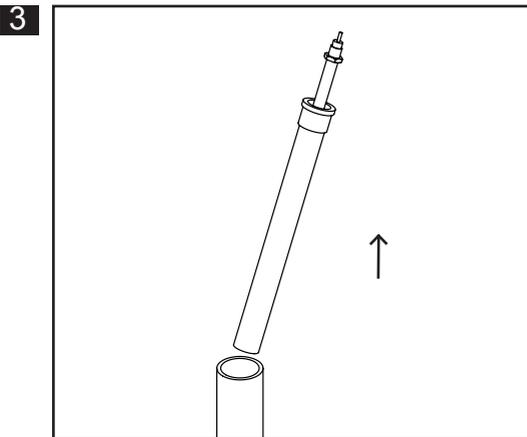
2

Make sure you have a suitable container under the fork when doing this, as any remaining oil in the system may run out.

Remove the cartridge securing bolt from the bottom of the fork.

3

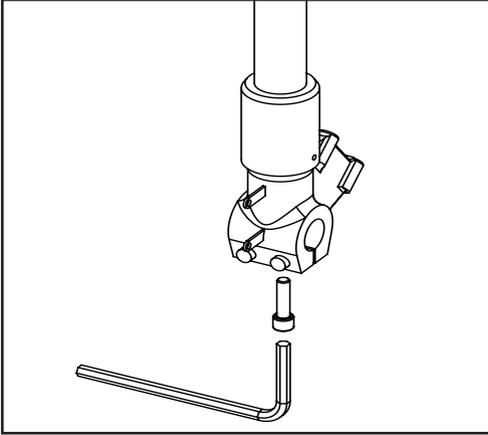Once the cartridge securing bolt is removed you can remove the original cartridge assembly from the fork leg.

4

Make sure the cartridge you install is the correct one. The base valve has a threaded hole in the bottom.
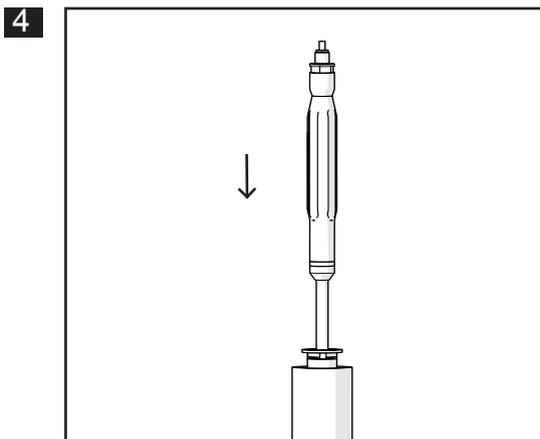
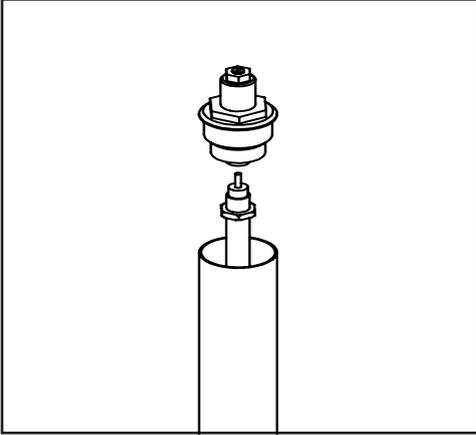Install the K-Tech cartridge into the left hand fork leg.

5

Re-Install the cartridge securing bolt into the bottom of the fork. Torque the bolt to 35Nm.

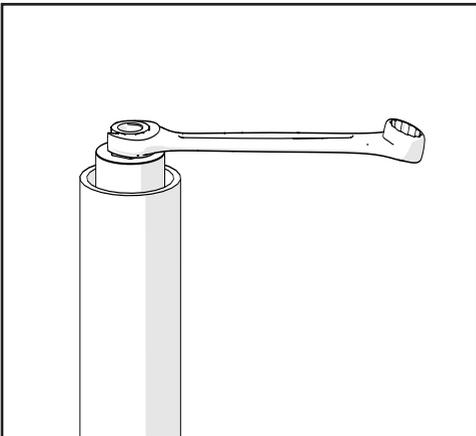Make sure the copper crush washer is still on the bolt.

This section shows how to dis-assemble the **Right hand leg**. Both legs are different so only work on one leg at a time.
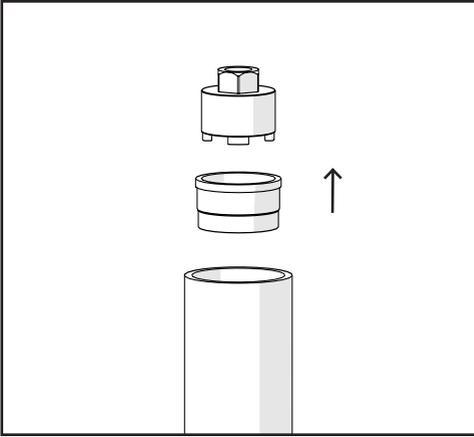
Once the fork is removed from the Motorcycle, unscrew the top cap fully and pull down the outer tube. Remove the top cap from the piston rod.

2

Unscrew the standard spring cup using tool no. 113-020-010 and a 19mm spanner.
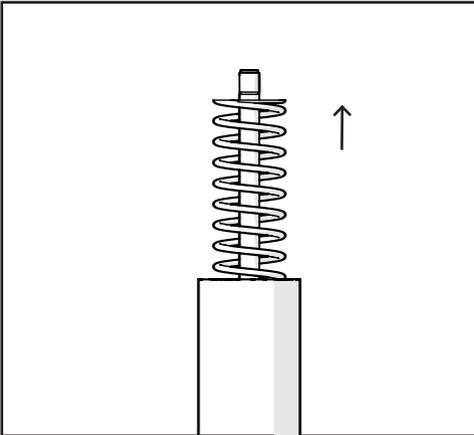
3

There is a compressed spring below the cup, care should be taken whilst removing the cup

Completely remove the spring cup from the fork leg

4

Remove the standard spring, along with the piston rod assembly and the nylon preload spacer
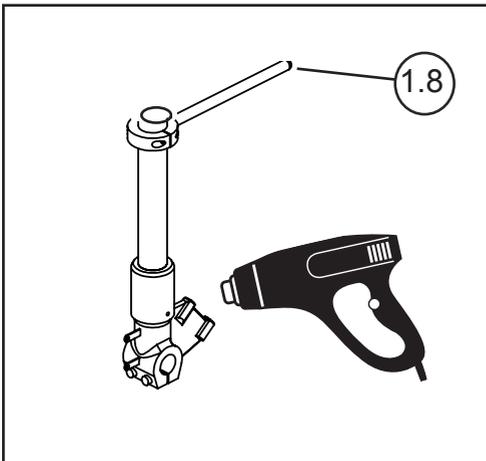
5
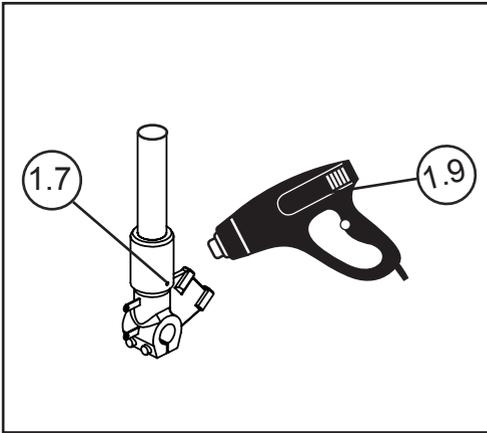
Before removing lower slide pipe you **must** remove locking screw - See fig 1.7, if you do not remove this screw the tube will be damaged.
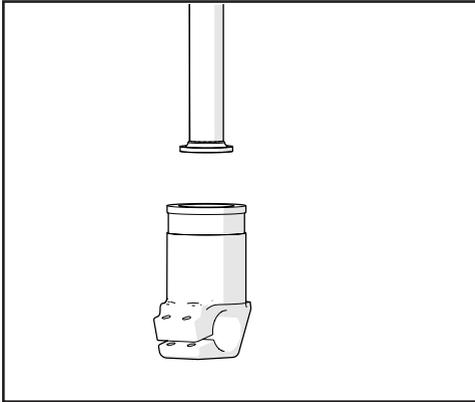
Before removing locking screw from fork bottom (See fig 1.7) use heat gun to soften loctite in screw threads (See fig 1.9)

6

Heat the fork bottom with a heat gun to soften loctite in threads on the slide pipe. Remove the slide pipe from fork bottom with Tool No. 113-200-000 using 37mm insert 113-200-037 - See fig 1.8.
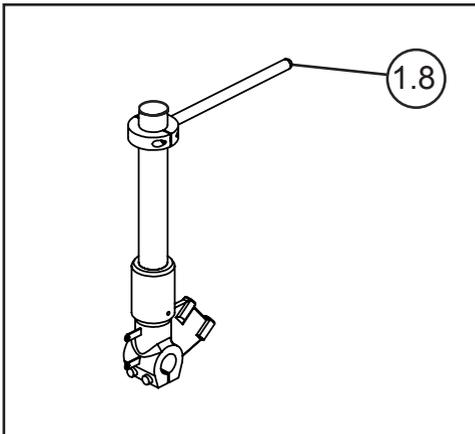
7

Push The Cartridge into the foot and locate past the o-ring.

Make sure the cartridge you install is for the right hand leg identified by a 34.75mm diameter base valve with a 12mm hex in the base
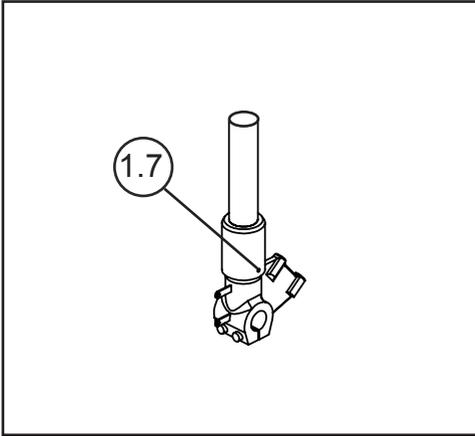
8

Reinstall slide pipe with Tool No. 113-200-000 - See fig 1.8 Torque load to 140N/m. Use Loctite 2701 on the threads.
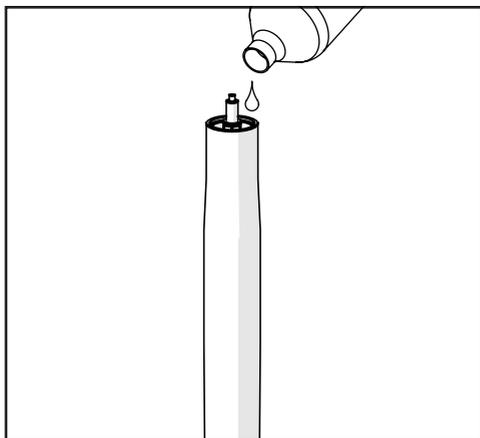
9

Apply loctite 243 to locking Screw
- See fig 1.7 and reinstall to fork bottom,
Torque load to 3N/m

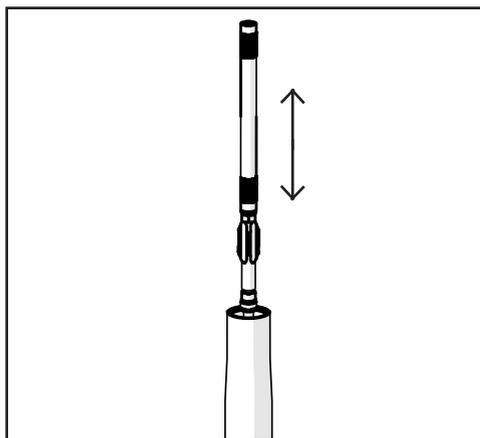⚠ The following steps are the same for both legs.

1

K-Tech recommend **MOTUL** Factory Line 5wt.

⚠️ Before filling the fork with oil make sure the spring seat washer is installed onto the cartridge.
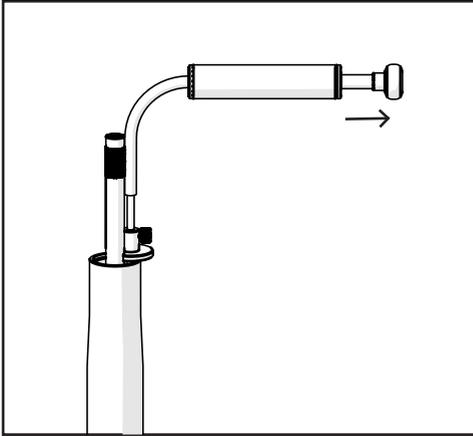
Pour 5wt oil into the fork to cover the top of the damper tube assembly.

2

⚠️ Make sure the oil always covers the top of the damper tube assembly.

Pump the piston rod up and down using tool No. 113-030-005. Pump the rod up and down approximately 20 times until it feels smooth with no air bubbles in the oil.
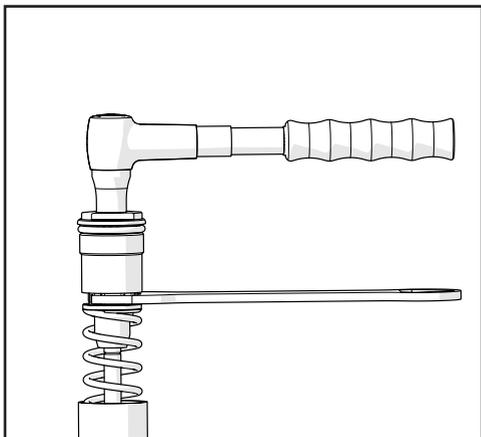
3

When setting oil level make sure the piston rod is fully down.

Once the system is bleed of air, fill the fork leg with oil. Set your oil level using tool No. 113-030-500. Set the tool to 160mm and suck the excess oil form the fork.
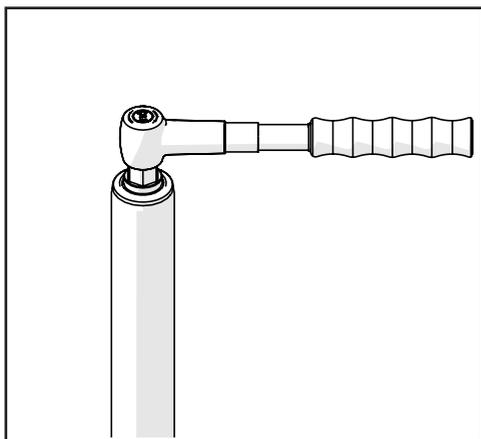
4
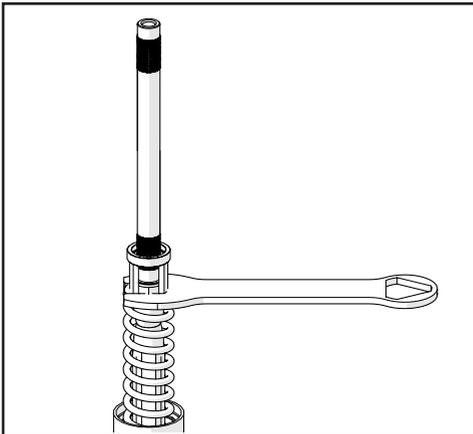
Install the main spring and nylon pre-load pusher. Using tool No. 113.-030-005, pull up the piston rod and hold in place with tool 14mm spanner.

5

Screw the top cap onto the rod fully,
then back the locking nut upto the under-
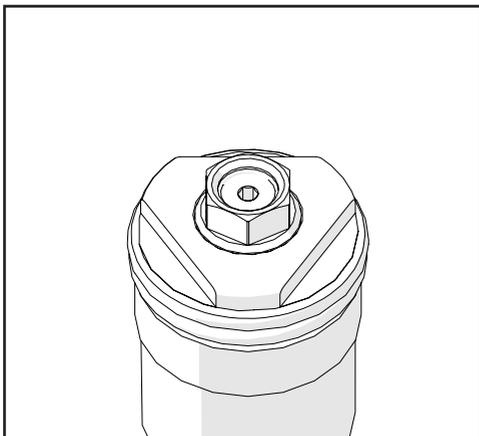side of the top cap and Torque to 15Nm

6

NB Grease O-Ring before installing.

Screw the top cap onto the outer tube
and torque to 10Nm using tool no.
113-010-020.

7

Set your compression and rebound adjusters using a 3mm allen key in the centre of the top cap. Adjust your preload usng a 12mm spanner on the centre of the top cap. Make reference to the setting data in this manual.

8 Reinstall the fork onto the motorcycle in accordance with the manufacturers workshop manual.

RECOMMENDED SETTINGS

Cartridge stroke	125mm
Cartridge length	729.2 (C) / 715.3 (R)
Compression:	-14 clicks out
Rebound:	-14 clicks out
Air gap:	160mm
Spring rate:	32-340-XXX
Fork position:	Set to owners manual

www.ktechsuspension.com

Contact your local K-Tech dealer for more details at
www.ktechsuspension.com/service-centres-and-partners