

## IDS CARTRIDGE KIT

### BMW S1000RR / HP4

130-013-030/020

2015 / 13-14



**Please read this instruction manual before installing the Cartridge kit.**



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

# IMPORTANT NOTES

## KEY



**NOTE!**



**CAUTION!**



**WARNING!**



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



Read the instructions carefully and make sure you understand them before you proceed. If you have any queries please contact your nearest supplier or K-Tech Suspension Ltd. immediately: [enquiries@ktechsuspension.com](mailto:enquiries@ktechsuspension.com).

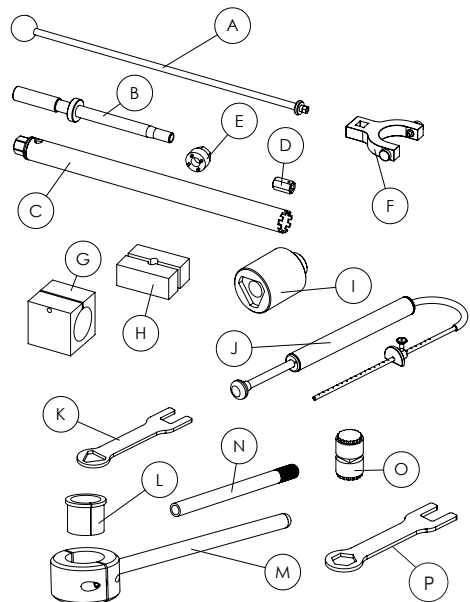


K-Tech Suspension Ltd. cannot be held responsible for any damage to vehicle, front fork, personal injury or property if the installation instructions are not followed exactly.

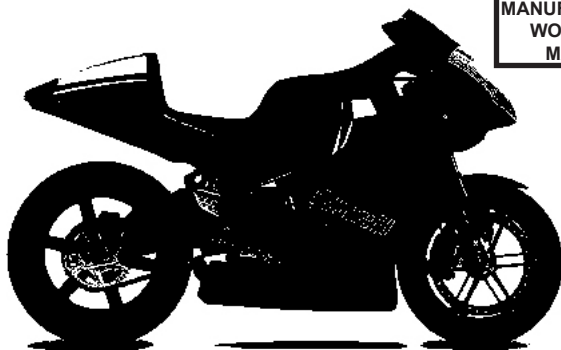
## TOOLS

### TOOLS PARTS LIST

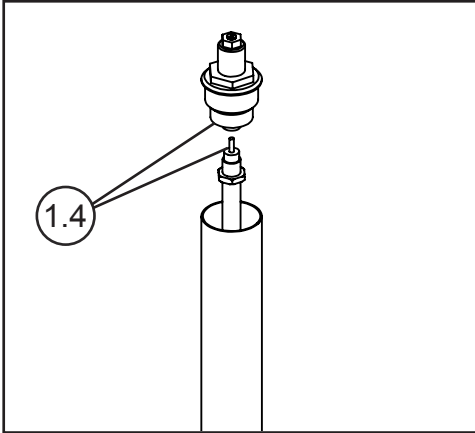
POS	PART No.	Pcs.	DESCRIPTION
A	113-100-200	1	OIL PLUNGER
B	113-100-400	1	PULL UP ROD
C	113-100-500	1	CARTRIDGE TOOL
D	113-155-013	1	17mm HEX DRIVE
E	113-175-001	1	COMPRESSION REMOVAL TOOL
F	113-100-300	1	'C' SPANNER
G	113-155-003	1	35/36mm CLAMP
H	113-155-004	1	8mm CLAMP
I	113-020-000	1	TOP CAP SOCKET
J	113-030-050	1	OIL LEVEL TOOL
K	113-010-020	1	TOP CAP/PISTON ROD SPANNER
L	113-200-046	1	SLIDE PIPE CLAMPING INSERT
M	113-200-000	1	SLIDE PIPE CLAMPING TOOL
N	113-030-015	1	PULL UP ROD
O	113-175-002	1	CARTRIDGE REMOVAL TOOL
P	113-175-003	1	TOP CAP/ADJ NUT SPANNER



- 1** This cartridge kit was designed and developed for a specific motorcycle 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 trained in the art to install the front fork cartridge kits to ensure the performance of this product.
- 4** Fit the black cartridge (compression leg) into the left hand fork. Fit the natural cartridge (rebound leg) into the right hand fork.
- 5** Remove the front forks from the motorcycle using the manufacturers workshop manual.



1

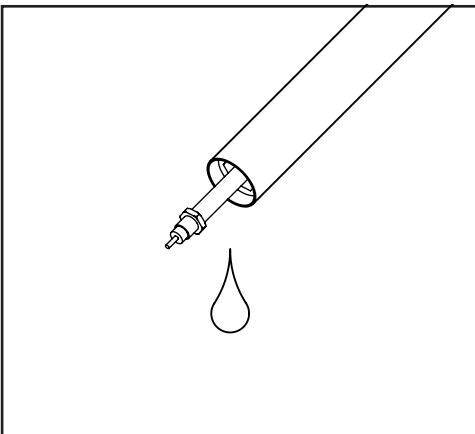


Once the fork is removed from the Motorcycle unscrew the top cap fully  
And pull down the outer tube.

2

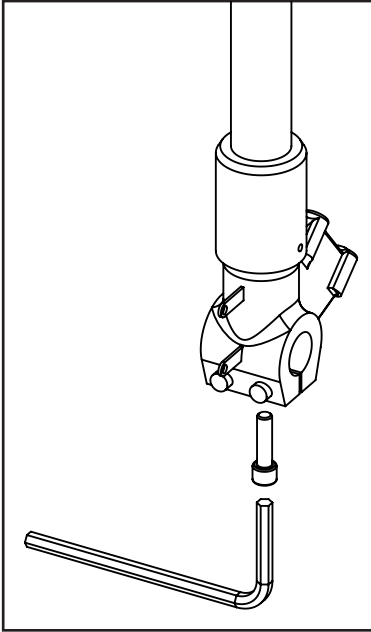
Using the recommended tools in your maintenance manual  
remove the top cap from the piston rod - See fig 1.4. Remove  
spring and spacers, all the necessary tools to do this can be  
purchased from your K-Tech supplier - Tool No.113-040-010.

3



Tilt the tube and drain oil from the  
Fork into a suitable container.

4

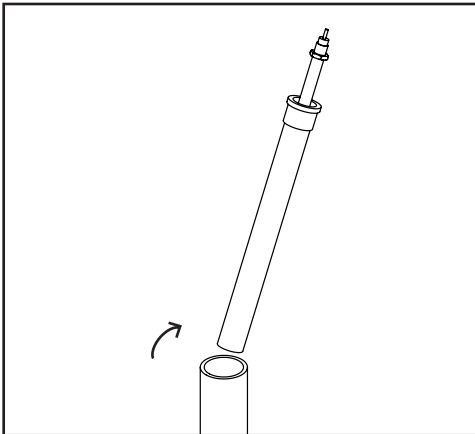


Remove the cartridge securing bolt from the bottom of the fork.



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

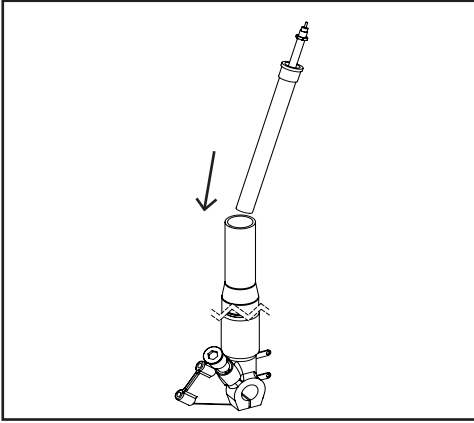
5



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

# SECTION C

1



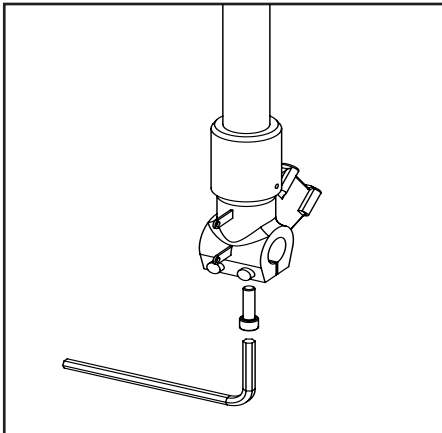
Insert the new cartridge into the fork leg.



Install the Black (Compression Leg) into the left fork.

Install the Natural (Rebound Leg) into the right fork.

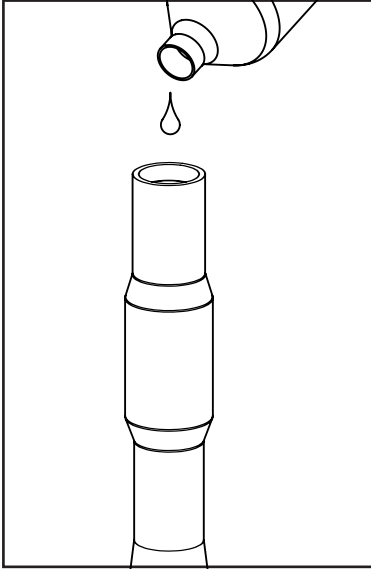
2



screw your securing bolt into the bottom of your foot and torque to 35Nm.

5

3

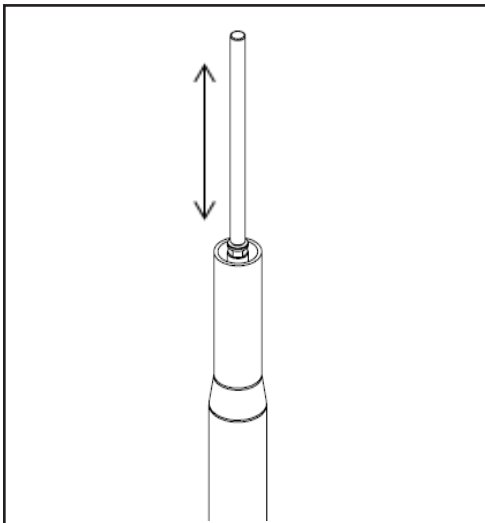


Pour approximately 300ml of 5wt fork oil into your fork so you have approximately 50mm of oil above your cartridge.

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

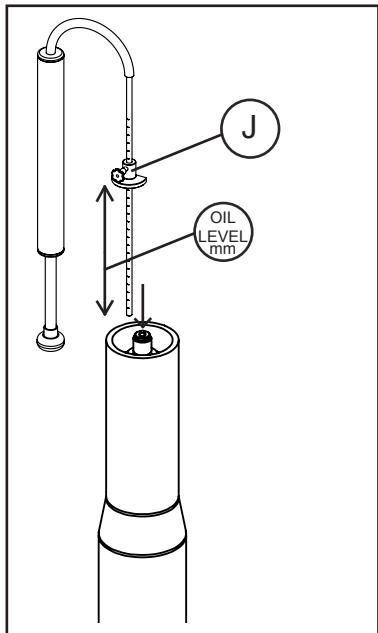
Move the rod assembly up and down 20 times ( while doing the bleed process. make sure the oil is always covering the seal head by approximately 50mm, if necessary add more). Once bled, fill the leg with oil until the oil sits completely above the cartridge.

4



# SECTION C

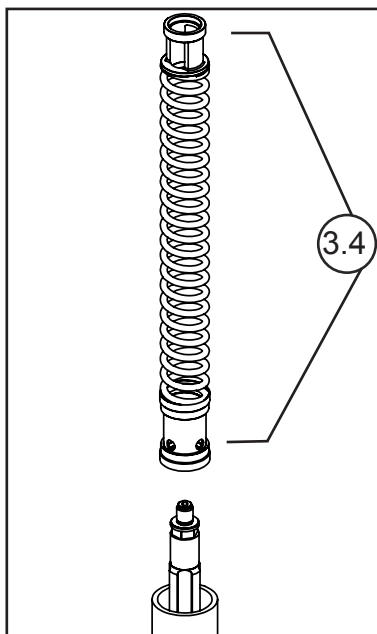
5



Measure and set the oil level using the tool No. 113-030-500. Set the oil level to its recommended level.

When setting the oil level, be sure to hold the piston rod assembly fully down then suck out any excess oil, your oil level is now set.

6

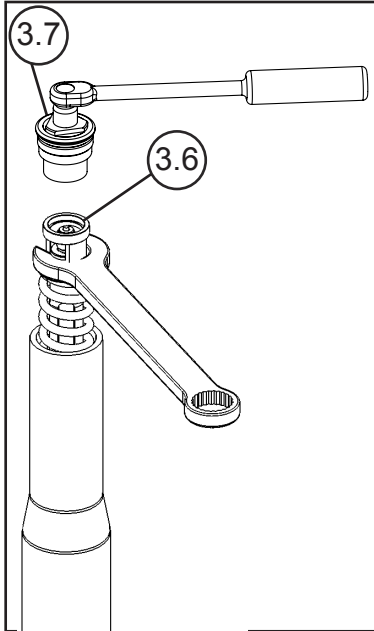


Install the spring preload tube with nylon seats attached with the holes facing downwards. Install the spring and nylon spring pusher into the fork - See fig 3.4.

7



7



Before installing the top cap make sure the damping adjustment rod is installed - See fig 3.6.

Install the top cap onto the piston joiner - See fig 3.7.

Torque load to 20N/M

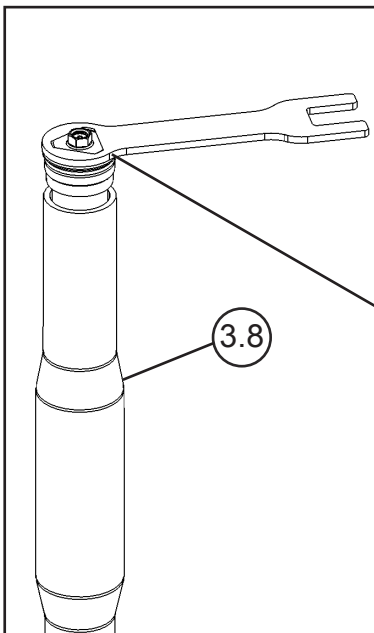
Using 14mm socket.



Be sure to fit the Black top cap (Compression) onto your compression cartridge.

Be sure to fit the Natural top cap (Rebound) onto your Rebound cartridge.

8

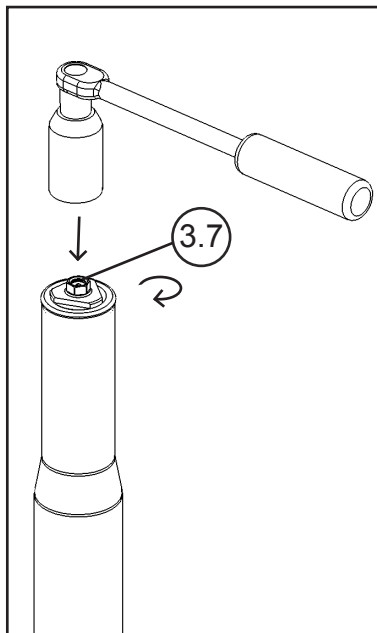


Pull the outer tube up and screw in the top cap - See fig 3.8 with the spanner supplied.



Apply good rubber grease onto the top cap O-ring.

9



Torque load top cap with  
Tool No. 113-020-000 - See fig 3.7  
to 10N/m (7.37 lb-ft).

10 Set the spring preload, compression and rebound damping according to the setting data in this manual below.

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

## Set up data

### Recommended settings

Cartridge stroke	125mm
Cartridge length	692.00mm
Preload	+8 turns on = 8mm
Compression	-12 clicks out
Rebound	-18 clicks out
Air gap	135mm
Fork position	Set to owners manual



**DESIGNED**  
**WINNING** WITH  
IN MIND

YOUR K-TECH SUSPENSION DEALER: