



Installing your Forks Correctly

Forks not being parallel (in a bind), due to improper front wheel installation, is one of the most common issues we come across. Not only does this issue cause a host of fork performance issues. It also causes excessive wear on seals, bushings and the components themselves.

- Install the forks in the triple clamps. Use calipers to make sure both forks protrude the same distance out of the top clamp. Tighten T-clamp pinch bolts to manufactures specifications.
- Install front wheel and axle. Before you install the axle make sure the end is not mushroomed from being hit with a metal hammer or wrench. If it is, take axle to a bench grinder and remove the lip. Never hit it with a metal object. Tighten front axle nut to manufactures specifications. If the axle tries to turn before torque is reached, install an axle holding tool (motion pro makes a nice one) or tighten right side(if you were sitting on the bike) axle pinch bolts slightly. If you used the right side pinch bolts to hold the axle, loosen them back up after axle nut is torqued.
- Tighten the left side (if you were sitting on the bike) axle pinch bolts to manufactures specifications.
- Know that the left side pinch bolts are tightened. Grab the bottom of the right side fork leg. You should be able to work it freely, in and out, on the axle. If it will not move freely you may have to tap a small flat blade screwdriver into the slot on the front of the fork lug to enlarge the axle hole slightly. As you work the fork lug in and out on the axle, you will feel were it naturally wants to settle with no binding. This is the sweet spot. Tighten right side axle pinch bolts to manufactures specifications.
- Enjoy a bind free front end. You have just saved yourself money (wear on fork seals, bushing, etc.) and improved the performance of your ride!