



Front Suspension and Wheel Installation

It is important to follow the proper installation sequence for installing the front suspension components. Without doing so it is possible to incorrectly align the front axle in the forks or misalign the forks themselves. Be careful to tighten the pinch bolts for the forks and the axle to the correct torque as many of the large diameter axles are thin-walled and can become permanently distorted if over-torqued. It is also possible to distort the fork stanchions or overstress the triple clamp with excessive torque. The forks derive a significant portion of their rigidity from a strong junction with the axle and triple clamp. Always sequentially cross tighten the pinch bolts to allow an even compression.

Cogent Dynamics recommends measuring your fork position (height of the "legs") using the bottom surface of the lower triple clamp as the datum point as shown in the Ducati service manual. Once the height is correctly set, clamp the lower pinch bolts to hold the forks in this position. The top clamp should have all three pinch bolts loose at this point (this includes the steering stem pinch bolt). Also the steering stem top bolt should be loosened.

Clean and grease the axle before inserting it into the wheel. Avoid damaging the thin-walled axle, during installation. Once the axle is inserted through the fork lowers and the, line up the holes in the axle with the holes in the axle clamps so that the through-holes allow screwdriver access to the compression valve adjusters (for forks with the bottom compression adjusters.)

Use the following sequence to assure that the forks are aligned:

- § Temporally tighten-up the two right side axle clamp bolts so you can torque the axle nut.
- § For the large axle Ducati install the (left side) 28mm axle nut and torque it to the factory specified level. (63Nm.)
- § Then torque the left side clamp bolts to the factory specified level. (19Nm.)
- § Now, put the brake calipers back on using the proper torque setting. (43 Nm.)
- § Loosen the two right side clamp bolts.
- § Take the bike off the paddock stand, and bounce the suspension up and down till you are sure that the right side fork has moved to the proper (neutral) position along the axle. (use the front brake on while rocking the bike forward and straight.)
- § Once this is done, torque the right side clamp bolts to the factory specified level (19Nm).
- § Torque the crown nut and then the top triple clamp fork stanchion pinch bolts to the factory specified levels. Follow up by tightening the steering stem pinch bolt.

Following this procedure will help your bikes front suspension operate as smoothly as possible and minimize wear on the sliding assembly.

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