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SCEPTER 25
FRONT FORK KIT

USER MANUAL



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SCEPTER 25 FRONT FORK KIT

Rebound
Cartridge
(Top cap marked
with "REB")

Compression
Cartridge
(Top cap marked
with "COM")



Preload
adjuster

Remove the original front

Put the motorcycle on a workstand to lift the front wheel off the ground.

Remove the front fender, brake calipers and front wheel.

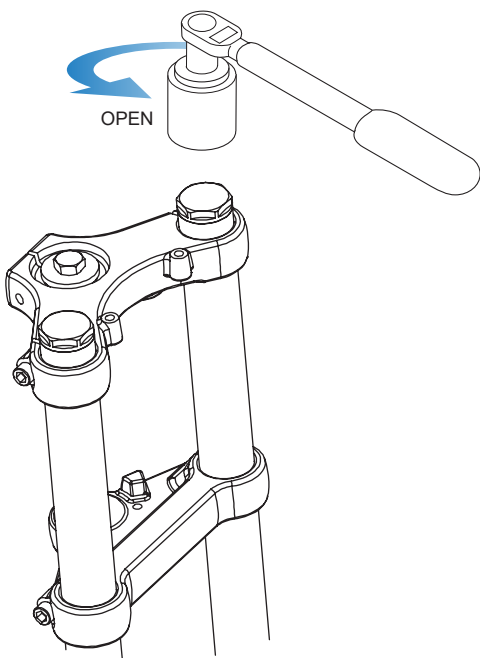
Note the fork leg position.

Loosen the upper triple clamp.

Loosen (do not remove) the top cap ½ turn.

Loosen the lower triple clamp.

Remove the front fork legs from the triple clamps.



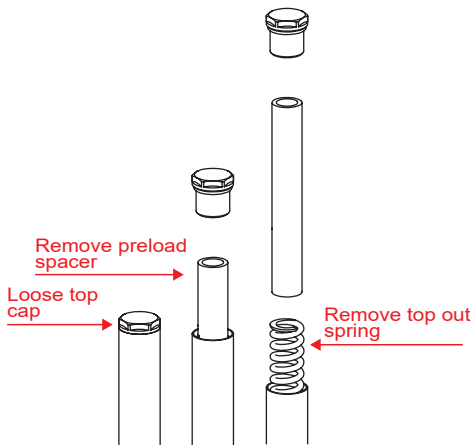
Remove the original damping system

Loose and remove the topcap of the inner tube.
Take off the preload tube, washer and spring and drain out the oil completely.

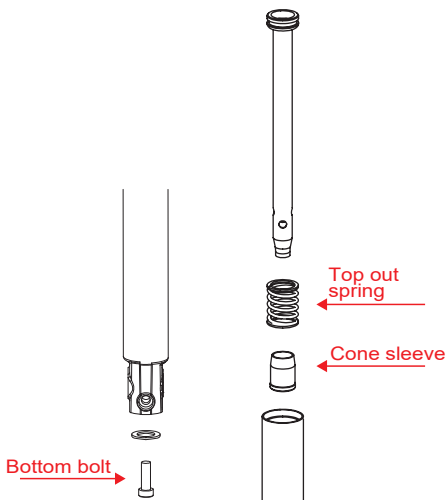
Warning!

Spring compression creates a potential danger because of the violent force that loaded springs are capable of.

When you remove the top cap push down the top cap and at the same time pull up the inner tube to prevent uncontrolled release.



Use an Allen key to remove the bottom bolt.
Remove the damping rod.
But keep the top-out spring and cone.



Install the Scepter cartridge kit

Put the cartridge into the fork leg.

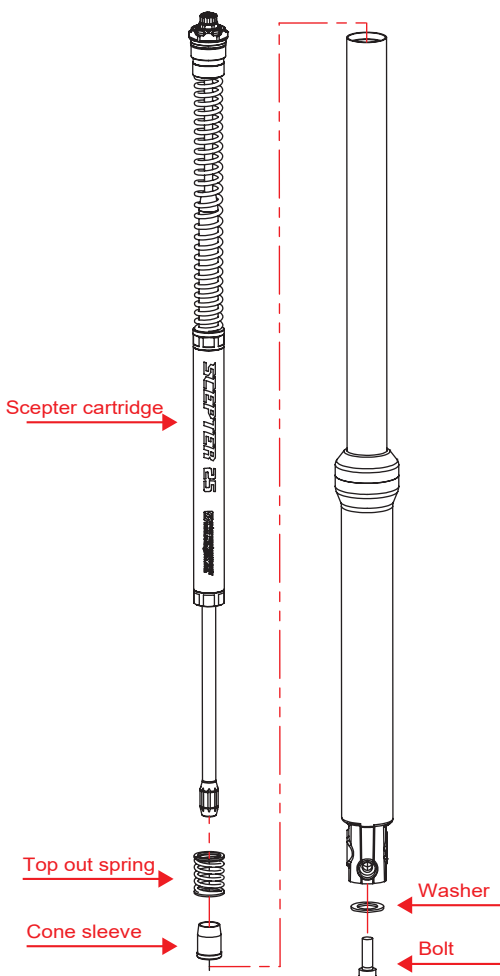
Make sure that the cone sleeve and top out spring is in correct position.

The front fork cartridge kit is divided into one compression cartridge and one rebound cartridge.

The compression cartridge marked "COM" is installed in the left front fork leg.

The rebound cartridge marked "REB" in the right front fork leg.

The compression and rebound cartridges are both of the same design but works opposite each other.



Make sure that the cartridge is in the lowest position. Install bottom bolt and washer. Use allen key to tighten the bolt.

Refer to vehicle service manual for threadlocker and tightening torque.

Pour 150ml 10/15wt oil in the fork leg.

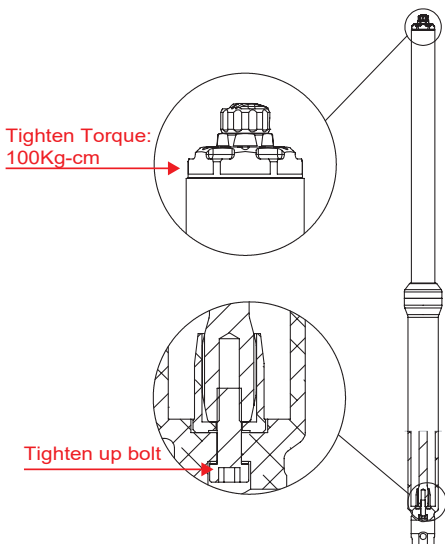
For 39mm: pour 150ml 10/15wt oil in the fork leg.

For 49mm: pour 300ml 10/15wt oil in the fork leg.

Or please refer to vehicle service manual.

Apply grease on the o-ring of the top cap.

Make sure the front fork leg is in a fully position. Use tool to tighten the top cap to the tube. Torque 10N-m

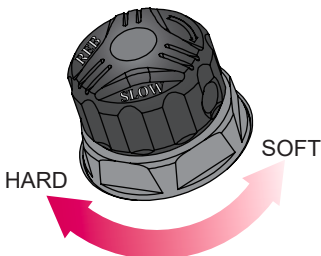


Set up your front fork

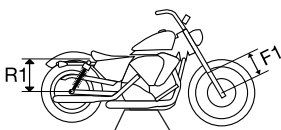
Preload

Preload setting is the most important part to start the setting. When Rider weight compress the fork, the sag should be between 10-30mm. Turn clockwise with wrench or socket for increase the preload if sag is too much. In contest, turn co-clockwise to reduce the preload.

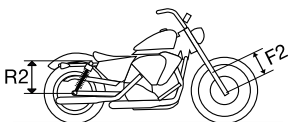
The spring pre-load affects the ride height, it does not affect the spring stiffness, and we have 2 kinds of spring rates for different available, Standard and Heavy Duty. Heavy Duty is intended mainly for two-up riding, Standard for those who ride solo most of the time.



Free sag/ Without Rider
(R1-R2), (F1-F2)
Rear 5 - 15 mm
Front 20 - 30 mm



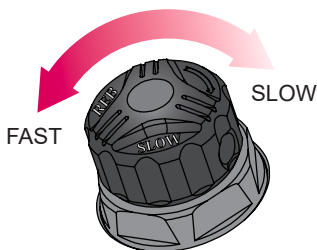
Ride height/ With Rider
(R1-R3), (F1-F3)
Rear 25 - 35 mm
Front 30 - 40 mm



Rebound

Rebound damping controls the rate at which the shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions.

A rule of thumb is that rebound should be as fast as possible without kicking back or feeling bouncy. For slower rebound, turn the rebound adjuster knob clockwise. For faster rebound, turn the rebound adjuster knob counter-clockwise.



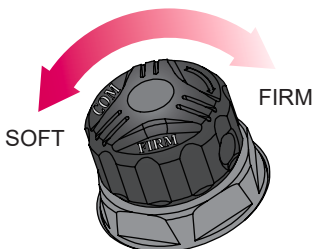
Compression

The compression adjuster primarily affects the dive when breaking hard, wheel traction and the harshness or plushness of the vehicle.

A good compression setting that gives you the most comfort and performance for your conditions and riding style.

If the motorcycle has a low riding position, the compression should be increased. Turn 4 clicks and test run again. If this was too much then turn back 1 click.

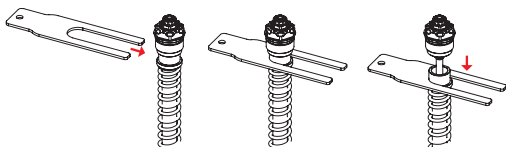
If it feels unsmooth over small continuous bumps or has bad grip, the compression should be decreased. Turn counter clockwise four steps. Test run and make any necessary correction in 2 clicks at a time.



Spring Kit Replace

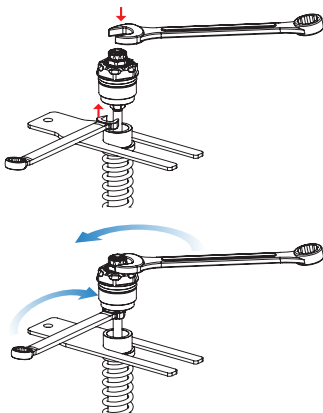
Use an appropriate tool to push down the spring retainer on the top.

Push down the spring retainer till the shaft nut has been seen. If possible, you may need a clamp or friend to hold the tool to keep the spring retainer on this position during the whole process, and let another guy finishes rest steps.

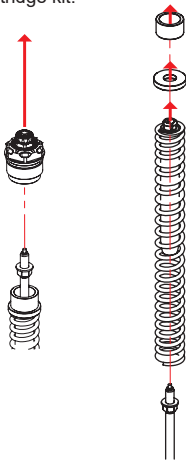


Use a 12mm wrench (shaft nut) and a 17mm wrench (spring preload adjuster) to loosen the top cap.

Remove the top cap, washer and shaft nut from the shaft.



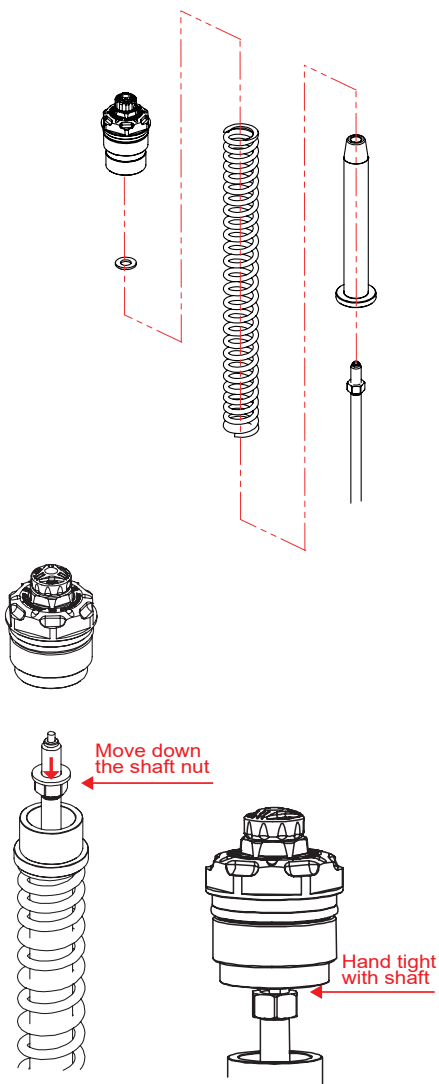
Remove the tool and pull up the spacer, spring retainer and the main spring from the cartridge kit.



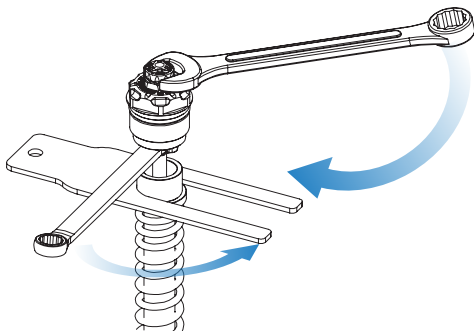
Install the new spring, spring retainer and spacer.

Use tool to push down the spring retainer, and install the shaft nut on the shaft.

Before installing the top cap, make sure that the comp/rebound adjusters are fully open, and move down the shaft nut. Hand tight the top cap with shaft instead of nut.



Remove the pull-up tool and install the top cap to the shaft extensioner. Torque 100 Kg-cm.



Warning!

Please note that during storage and transport, especially at high ambient temperature, some of the oil and grease used for assembly may leak and stain the packaging. This will not cause damage to the product, wipe off the excessive oil or grease with a cloth.

Shock Absorber One Year Limited Warranty

RacingBros only responsibility shall be limited to repair or replacement of the defective product. RacingBros will not be responsible for any costs, losses or damages incurred as a result of loss of use of product. RacingBros reserves the right to change the design of any product without assuming any obligation to modify any product previously manufactured.

This warranty is subject to the following limitations in addition to any imposed by virtue of applicable law.

- *The warranty applies only to shock absorbers purchased from Authorized Dealers and is valid for the original purchaser only for a period of one (1) year from date of purchase.*

Excluded from coverage under this warranty are the following:

- *Damage caused by misuse, abuse or neglect*
- *Damage caused by improper installation, use in an improper application or use in conjunction with other devices such as lowering blocks*
- *Normal wear and tear*
- *Damage caused by anything other than defects in material or workmanship*
- *Damage caused by use in racing*
- *Any and all claims for consequential or incidental damages*

All coverage under this warranty is void if any modification, change or alteration has been made to the product that is not specifically authorized in writing by RacingBros.

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