



25IDS CARTRIDGE KIT

SUZUKI SV650

130-002-230/015

1999-2002

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RECOMMENDED SETTINGS

Fork stroke	125mm
Preload	8mm
Air gap/Oil level	150mm
Fork oil	MOTUL Factory line 5wt.
Spring rate	N/A
Comp damping	-12 Clicks out
Reb damping	-18 Clicks out
Fork position	Manufacturer specs

SERVICE



K-Tech Suspension recommend that this product is serviced every 20 hours of use. It is very important that this product is serviced by an authorised dealer, as there are special tools required to guarantee the correct performance of this product.

www.k-tech.uk.com/dealers.php

25IDS OPEN CARTRIDGE DAMPING SYSTEM

INTRODUCTION

The 25IDS cartridges have been designed for track use, they are manufactured in the UK using the highest quality materials and processes available. The IDS system uses a 25mm piston in each separate compression and rebound legs, giving ultimate damping control, providing the rider optimum performance under competitive riding conditions.

K-Tech Suspension products are manufactured to fit specific brands and models and **under no circumstances** should any K-Tech product be fitted to an application other than that for which it is recommended.



This product should only be fitted by an authorised K-Tech dealer or persons qualified in motorcycle suspension technology using the correct tools to guarantee the performance and reliability.

*****This product is not designed or intended for highway use.*****

SUPPLIED PARTS

All cartridge kits are supplied with the following parts:

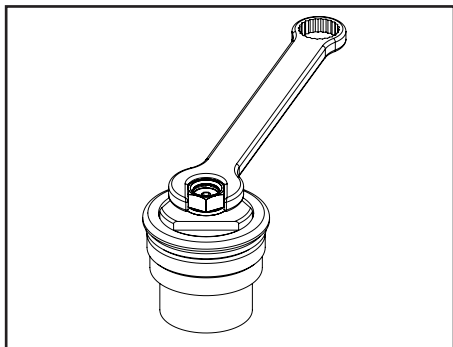
4 x Stickers.

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ADJUSTMENT

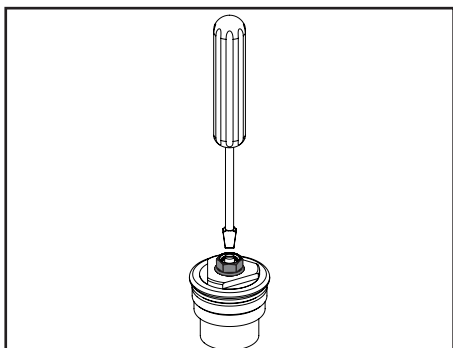


The K-Tech 25IDS cartridge kits are adjustable by the following external adjusters.



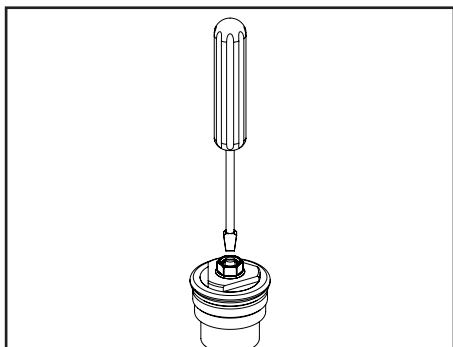
Spring Preload:-

14mm hex nut in centre of the forkcaps. Spring preload has 18mm of adjustment, 1 turn on hex nut equals 1mm of preload on spring. Spring preload should be set from the fully open (anti-clockwise) position.



Compression Damping:-

Adjuster with screwdriver in the centre of the **BLACK** left hand fork cap. Adjustment range is 30 clicks. All settings should be made from the fully closed (clockwise) position.



Rebound Damping:-

Adjuster with screwdriver in the centre of the **NATURAL** right hand fork cap. Adjustment range is 30 clicks. All settings should be made from the fully closed (clockwise) position.

SETTING THE FORK

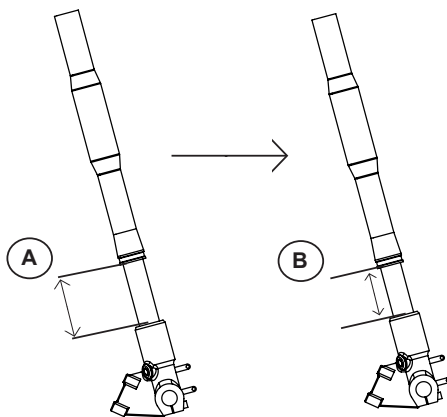
When the fork is fitted to the bike there is some basic geometry you should check with the preload adjustment, to do this you need to support your bike so the front wheel is lifted off the ground.

To set the preload on your forks you need a 14mm socket or spanner, preload is very important as it effects the attitude of the motorcycle and the angle of the forks.

To check the preload on your forks support the motorcycle on a stand so the front wheel is fully off the ground, make sure the fork is fully extended by pushing down on the wheel and measure the amount of chrome tube there is extending from below the seal to the axle bracket at the bottom of the fork. Make a note of this. (A)

Take the bike off the stand and push down on the handlebars a few times allowing the bike to settle. Measure the same points as before and make a note of it. (B)

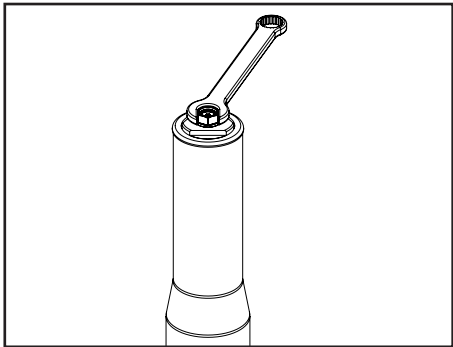
Subtract the second measurement -See Fig (B) from the first measurement - See Fig (A), this measurement should be between 25-35mm. If you do not have this measurement you need to adjust the preload with the 14mm hex on the top cap until you achieve this figure.



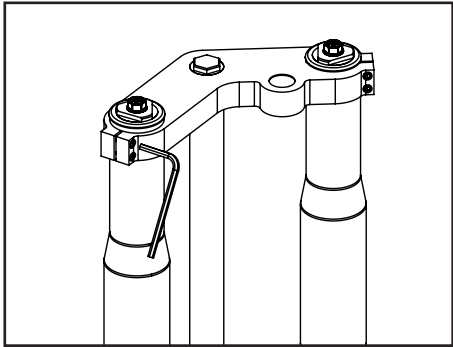
CHANGING THE FORK SPRINGS

Before changing fork springs make a note of the spring preload, compression and rebound damping settings.


1.

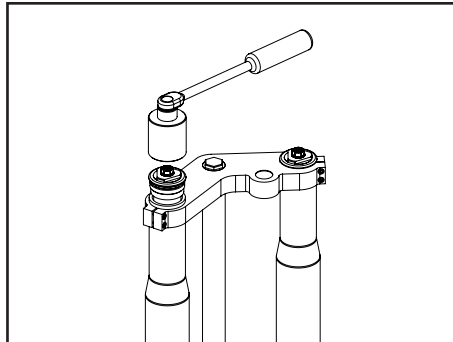


Remove all the preload from both forks using the 14mm hex in the centre of the top cap.
2.



Loosen the clamping screws in the upper clamp.

 *Before performing step 3 please make sure the persons holding the handle bars are strong and in good health as the motorcycle maybe very heavy when lowered.*
3.

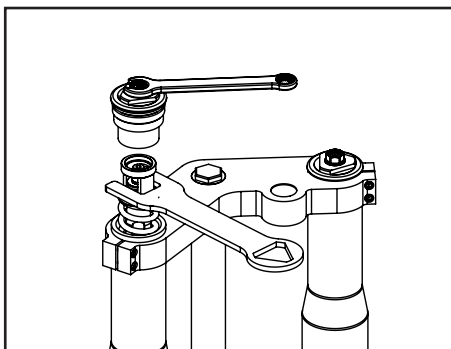


With the bike supported under the **bottom fork clamp** unscrew both fork caps with either the spanner provided or a top cap socket - Tool No. 113-020-000.

With one person on each handle bar remove the stand from under the bottom fork clamp and slowly lower the bike.

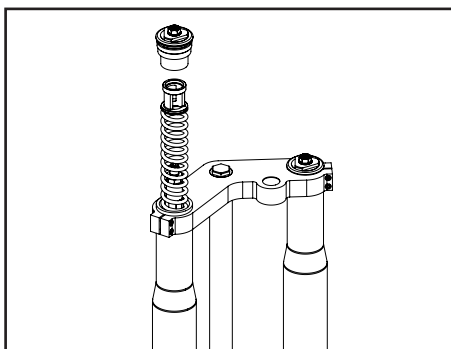
CHANGING THE FORK SPRINGS

4.



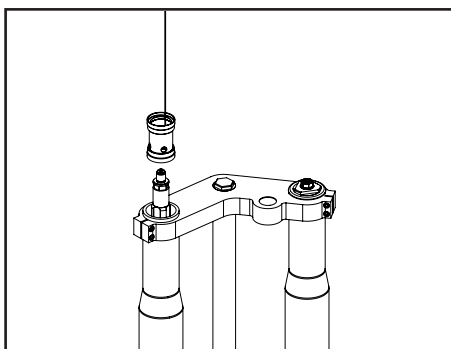
Remove the top cap nut assembly from the piston rod joiner using a 14mm spanner and the 17mm steel spanner provided -Tool No. 113-010-020.

5.



Remove the nylon spring pusher and the main spring slowly, keeping as much oil in the fork leg as possible.

6.

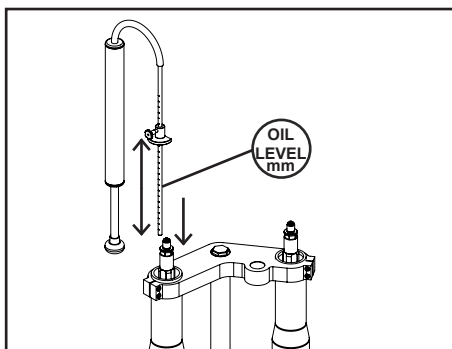


If a large amount of oil has been lost removing the spring it is necessary to check the oil level. To do this you will need to remove the spring preload spacer from under the main spring using a wire hook.

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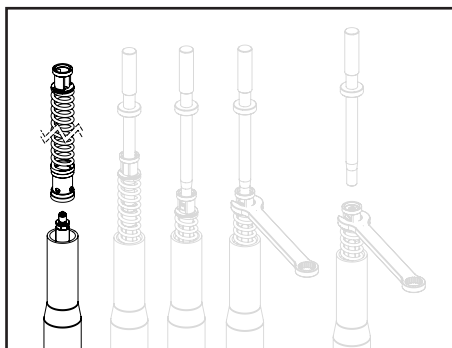
CHANGING THE FORK SPRINGS

7.



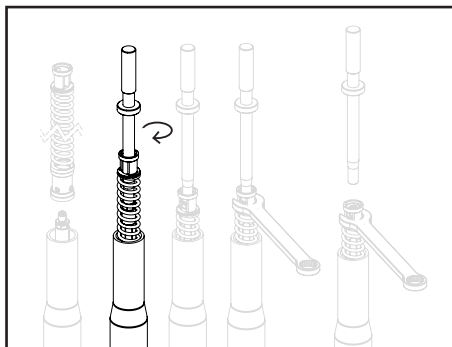
To check the oil level in the fork is to the recommended level use - Tool No. 113-050-500. To do this add approximately 100cc of oil to the fork, insert the oil level tool to the preset stop (see recommended settings on page 1) and suck out any excess oil. The piston rod should be fully compressed downwards when performing this procedure.

8.



Refit the preload tube with nylon seats, with the holes facing downwards along with the optional spring you are choosing to use and the nylon spring pusher.

9.



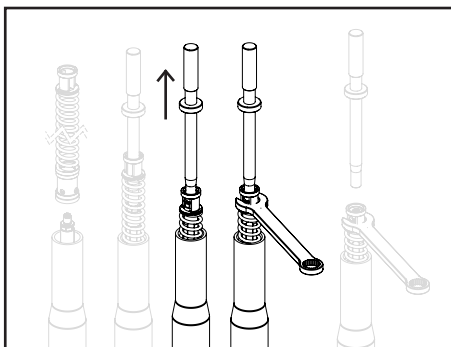
Using the pull up rod supplied - Tool No. 113-030-015 screw this onto the piston rod joiner.

K-Tech recommend
MOTUL Factory Line 5wt.

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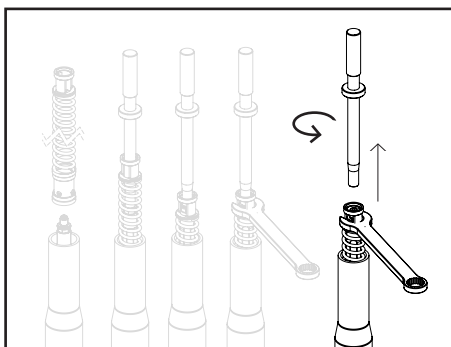
CHANGING THE FORK SPRINGS

10.



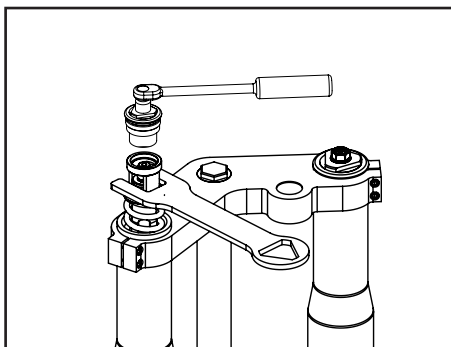
Pull the piston rod up and locate the 17mm steel spanner provided Tool No. 113-010-020 through the nylon spring pusher onto the 17mm hex on the piston rod joiner.

11.



Remove the piston rod pull up tool.

12.

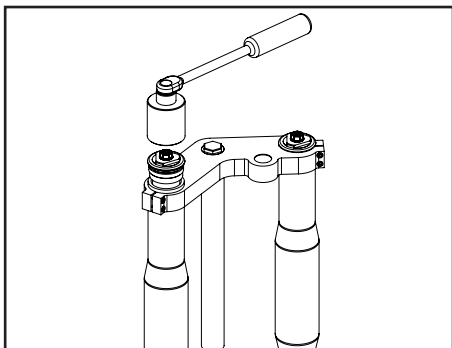


Fit the top cap onto the piston rod joiner using the 17mm steel spanner provided and a 14mm socket. Tighten the top cap to the piston rod joiner torque load to 20N/m (14.75lb - ft).

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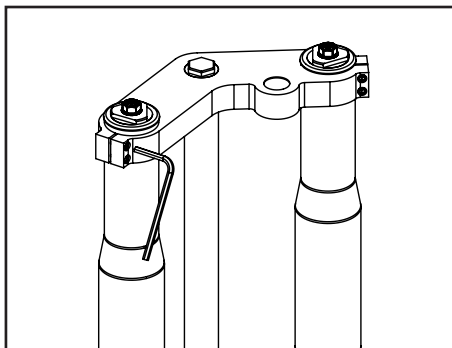
CHANGING THE FORK SPRINGS

13.



With one person on each handlebar slowly lift the bike and support the bike under the **bottom fork clamp** so the wheel is off the ground. Refit the top caps to the fork legs and torque load to 10N/m (7.35 lb-ft) - using Tool No. 113-020-000

14.



Tighten the upper fork clamp bolt to manufacturer's specification and adjust preload and damping settings to previous or recommended settings.
(Located at the front of document)

NOTES

**DESIGNED
WINNING** WITH
IN MIND

YOUR K-TECH SUSPENSION DEALER: