

X Lite

MAINTENANCE GUIDE

FOR DIRECT CONTROL FORK

(AS FITTED TO TORUS XT)

X Lite

Tel 01202

307790



Bearings - 01202 746031 Ashley Power

**NOTE - THIS LEAFLET IS INTENDED TO BE AN
EXHAUSTIVE MAINTENANCE MANUAL, HOWEVER
IF YOU FOLLOW THE ADVICE GIVEN IT SHOULD
HELP YOU GET THE MOST FROM THIS FORK. IT
IS RECOMMENDED THAT DETAILED SERVICING
IS ENTRUSTED TO YOUR LOCAL RALEIGH DEALER.**

ADJUSTMENT

1. *Slacken locking nut (item 9).*
2. *Slacken the two capscrews securing the TOP yoke (item 19) and remove.*
3. *Tighten expander bolt (item 7) to remove all play from bearings but without excessive tightness or binding.*
4. *Tighten locknut (item 9) to recommended torque and check bearing tightness and fork for smooth and free rotation.*
5. *Clean threads of capscrews and apply a small amount of loctite screwlock no.222e (releasable).*
6. *Replace capscrews in yoke and tighten to the recommended tightening torque.*

MAINTENANCE

1. *Check headset adjustment, locknut tightness (item 9), tightness of yoke, handlebar, and extension securing bolts (items 19, 20, 21) before each ride.*
2. *Keep forks clean after every ride and to preserve the finish a light smear of wax polish will prevent discolouration.*
3. *A smear of grease on the outside of the grubscrews will prevent corrosion or seizure.*
4. *To prevent damage to the bearings always keep the head assembly correctly adjusted.*
5. *Ensure the bearings are always kept free of dirt and are sufficiently greased.*

DISMANTLING AND REASSEMBLY

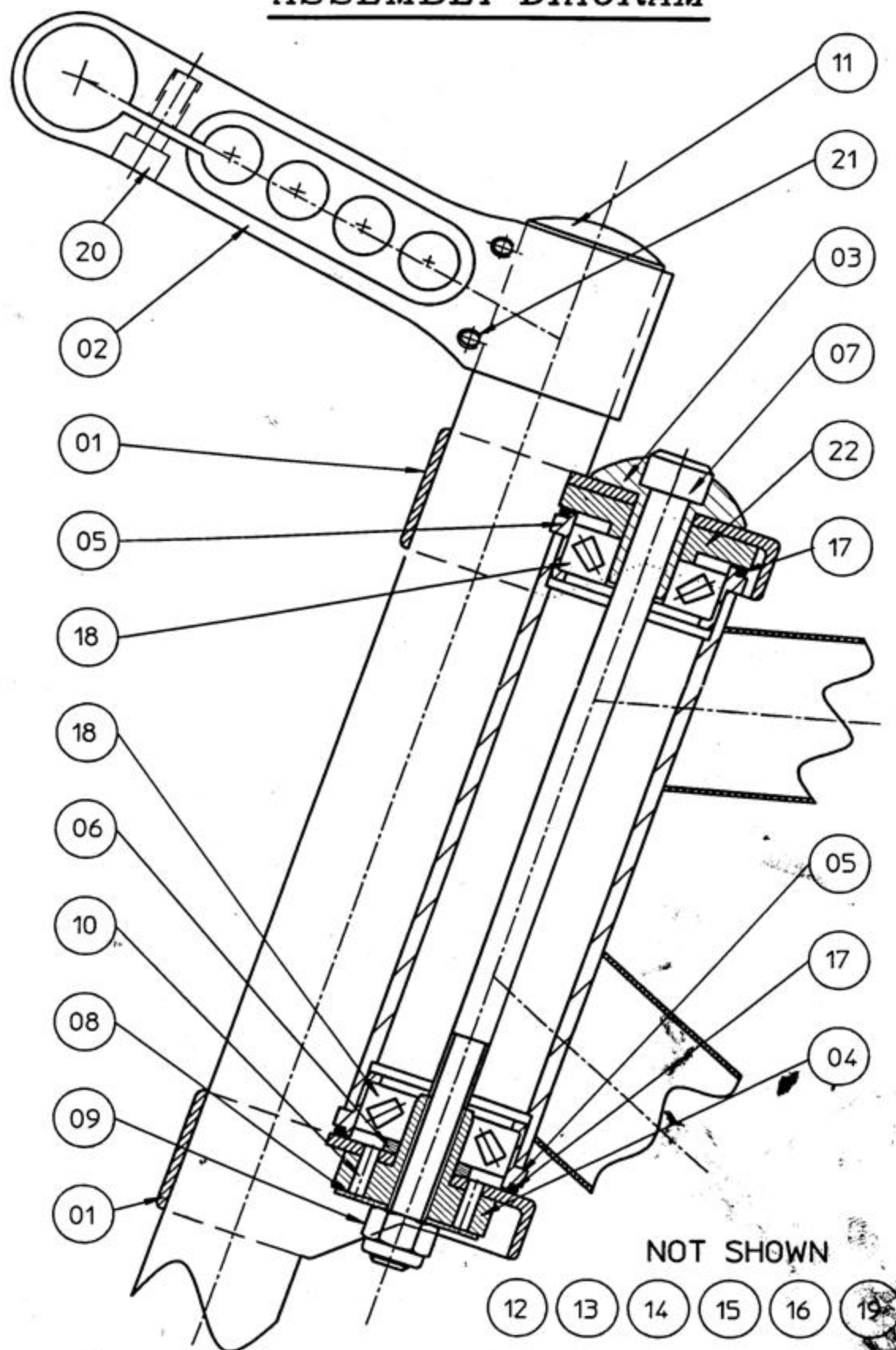
1. Loosen and remove (8) grub screws (item 21) in handlebar extension (item 2) and slide off the handlebar/extension assembly.
2. Loosen and remove the locknut (item 9) and the titanium washer (item 8).
3. Slacken the two capscrews securing the TOP yoke (item 19) and undo and remove the titanium tie bolt (item 7).
4. The top yoke may now be slid up and off the legs, releasing the fork from the bike.
Remove the 'o' rings (item 17).
*NOTE it is not recommended that the lower yoke bolts are loosened, or the yoke moved relative to the legs.
5. It will now be found that the bearings are separated into two parts, the races pressed into the frame and the bearing rollers pressed onto the top/lower yoke assemblies.
6. The bearings may now be cleaned, examined for wear and repacked with medium grease.
7. Dismantling is the reverse of assembly noting the following points;
 - a. A smear of grease will help lubricate and locate the 'o' rings (item 17) on assembly;
 - b. Loctite screwlock (no.222e) is recommended for the yoke capscrews (item 19) and the extension grubscrews (item 21)
 - c. The head assembly must be adjusted BEFORE the top yoke clamping bolts are tightened.
 - d. Check fork for alignment after dismantling.

ASSEMBLY CHART – GIRDER FORK

No.	DESCRIPTION	QTY
01	ALUMINIUM YOKE	2
02	HANDLE BAR EXTENSION	2
03	TOP LOCATOR	1
04	BOTTOM LOCATOR	1
05	BEARING HOUSING	2
06	SPACING WASHER	1
07	TIE BOLT - TITANIUM	1
08	WASHER Ø30 x Ø9 x 1-TITANIUM	1
09	SELF LOCKING NUT M8	1
10	DOWEL PINS	2
11	TOP CAP	2
12	FORK LEG - LH	1
13	FORK LEG - RH	1
14	TITANIUM BRAKE BOSS	2
15	ALUMINIUM FORK DROP OUT	1 PAIR
16	LINER	2
17	O RING 35 mm Ø	2
18	TAPER ROLLER BEARING $\Delta 2126$ $\Delta 2047$	2
19	TITANIUM BOLT M6 X 20 LONG $\Delta 25?$	4
20	TITANIUM BOLT M6 X 15 LONG	2
21	SET SCREW M4 X 5 LG CUP POINT	8
22	SPACER	1

AS FITTED TO 1993 TORUS XT

ASSEMBLY DIAGRAM



ALIGNMENT

If the fork has been dismantled or involved in an accident check the following;

1. **HEIGHT OF LOWER YOKE;** The distance from the centre of the wheel axle to the top of the lower yoke must equal 400mm. This is critical to a liner positioned inside the leg. Movement of the yoke will affect the handling of the bike and may cause premature failure. Both legs must be identical heights to maintain the wheel position relative to the legs.
2. **TWIST OF YOKES;** Both yokes must be above each other in parallel, any twist will affect the wheel/fork/handlebar relationship. This should be checked after bearing adjustment. *(a) Only undo top or bottom yoke.*
3. **TWIST OF LEGS;** The legs must not be twisted in the yokes to maintain the correct address for the fork ends and the cantilever brake boss.
4. **HEIGHT OF EXTENSIONS;** Both extensions must be the same height from the wheel axle to keep the handle bar horizontal

RECOMMENDED TIGHTENING TORQUES

YOKE CLAMPING BOLTS M6 (ITEM 19) = 16 NM

H/BAR CLAMPING BOLTS M6 (ITEM 20) = 16 NM

LOCKING NUT M8 (ITEM 9) = 20 NM

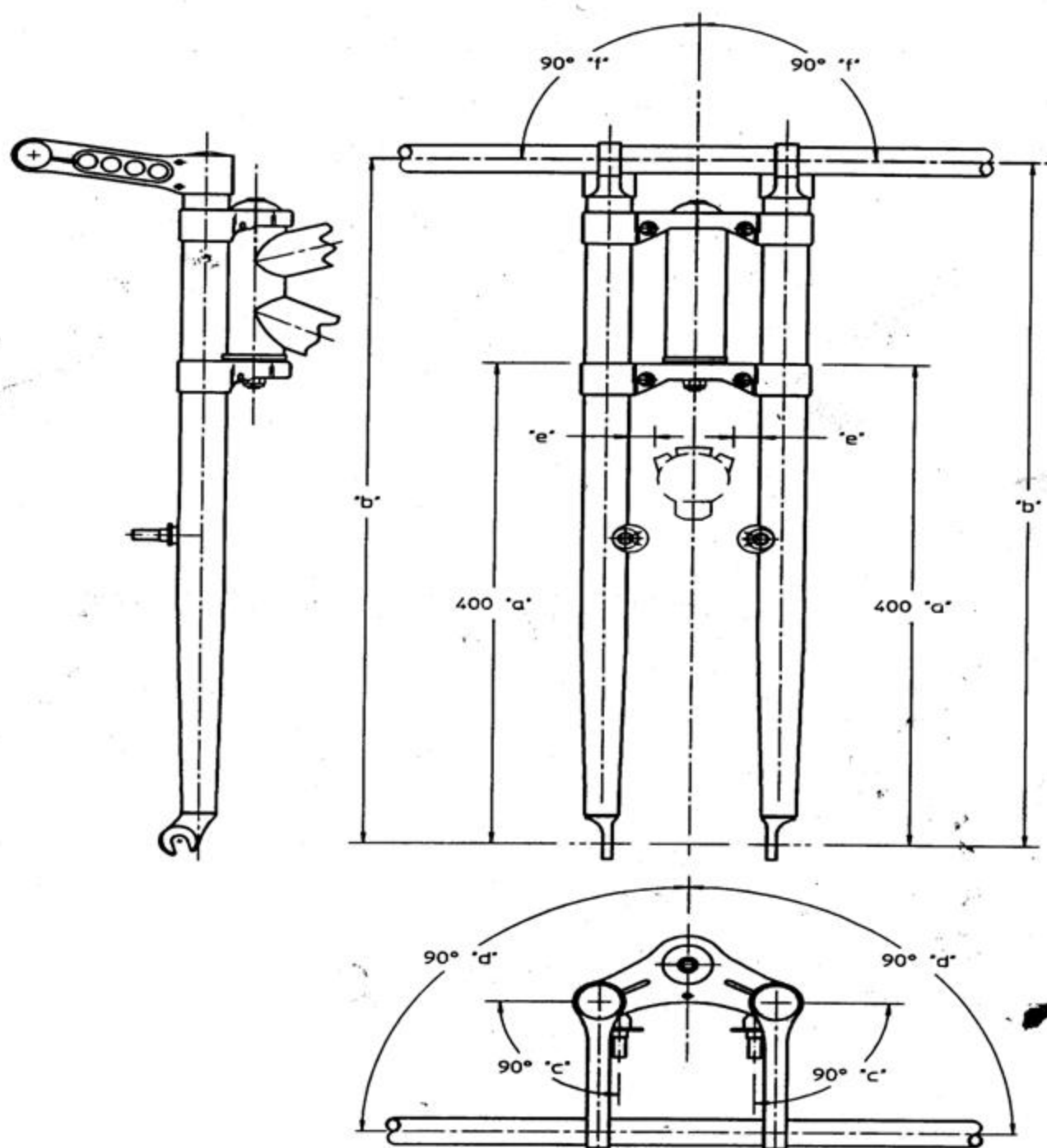
EXTENSION GRUB SCREWS M4 (ITEM 21) = 2.2 NM

TIE BOLT M8 (ITEM 7) = TIGHTEN ONLY TO REMOVE
PLAY IN HEAD ASSEMBLY
WITHOUT BINDING

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Remove the 'o' rings (item 17).
*NOTE it is not recommended that the lower yoke bolts are loosened, or the yoke moved relative to the legs.
5. It will now be found that the bearings are separated into two parts, the races pressed into the frame and the bearing rollers pressed onto the top/lower yoke assemblies.
6. The bearings may now be cleaned, examined for wear and repacked with medium grease.
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 - a. A smear of grease will help lubricate and locate the 'o' rings (item 17) on assembly;
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ALIGNMENT DIAGRAM



NOTE - All dimensions with the same letter to be identical i.e. $a=a, b=b$ etc