



ROYAL ENFIELD AND AMAL SPARES

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Fitment instructions for fork spring pre-load adjusters 92639 + 92711

The bike used in this demonstration is a 2019 650 Interceptor, the fork legs themselves are shared with the GT and uses a very similar fitting procedure. The fork oil does not need draining for this task.

Useful information from the workshop manual:

Fork oil capacity 430 ml/leg

Handlebar clamp torque: 20NM

Fork cap / pre load adjuster torque: 20NM

1. Lift bike onto centre stand to take the weight off the front wheel, if you do not have a centre stand, use a bike lift to achieve the same result and secure the bike down with straps if required.
2. Remove the two clamps holding the handlebars (Interceptor only), these are secured with 2 x M8 Allen screw per clamp (6mm Allen key). Once removed, lay the bars carefully onto the petrol tank out of the way (It's a good idea to lay a soft towel on top of the petrol tank to offer protection).



3. On the top of the fork leg there is a threaded cap to be removed, there will be a very light spring pressure as this is removed (22mm spanner on our demonstration bike).



4. Beneath this is a flat solid washer, lift this out (sometimes it sticks to the threaded cap). Both this flat solid washer and the original fork cap are no longer needed and can be set aside.



5. The pre loader can now be fitted in place. To make it easier to fit, ensure the centre is unwound to its fullest extent so that the least amount of pressure is applied as it is fitted. The centre of the pre loader uses a standard 12mm bi-hex ring spanner or 12-sided socket, and the outer uses a 27mm spanner / deep socket.



6. Repeat this for both sides, and set the pre load to the same height on either side. The rings can be used as a reference point to match the heights. Refit the handlebars in place (Interceptor only) and refit the bar clamps.



7. It will be a matter of then adjusting this pre load to your personal preference, take the bike out for a test and adjust to suit your riding style.