



These instructions guide you through the process of removing the suspension fork from your bike. Please note, that this is only a guide – headset systems, brake systems and forks can vary from bike to bike.

The following instructions are for use with bikes using an 'a' headset system. If your bike has an older style quill stem and threaded headset please refer to the manufacturers instructions. If in doubt we recommend you visit your local Evans Cycles store to have your fork professionally removed.



A-HEADSET SYSTEM



QUILL SYSTEM refer to the manufacturers instructions

Step 1: Remove the front wheel.

Step 2: Remove the brakes.

- **How to remove rim brakes (V-Brakes)** – disconnect the brake cable bolt (5mm allen key).
- Undo and remove the calliper mounting bolts (5mm allen key).
- Remove the brakes from the fork.



CABLE BOLT



CALLIPER MOUNTING BOLT



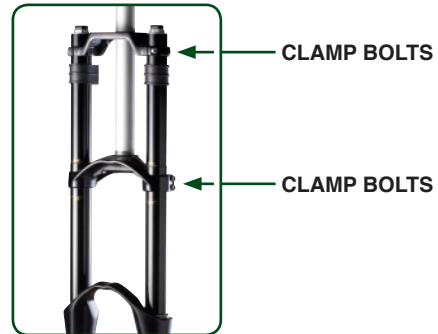
- **How to remove disc brakes** – undo the calliper mounting bolts (5mm allen key).
- Remove calliper noting the orientation of any spacers/washers.
- Disconnect the hose/cable from any guides on the fork.



Step 3: Remove any accessories mounted to the fork such as computer sensors.

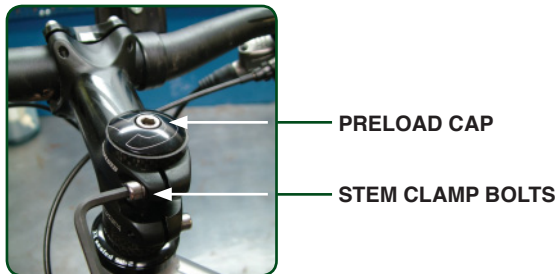


If you have triple clamp forks just undo the clamp bolts on the crowns and pull the fork free. This also saves having to readjust your headset on refitting. This is the final step for removing triple clamp forks.



TYPICAL TRIPLE CLAMP FORKS

Step 4: Undo the stem clamp bolts (4, 5 or 6mm allen key). Remove the preload cap (5mm allen key)



Step 5: Remove the stem and any spacers.

Step 6: If necessary tap the now exposed steerer tube with a soft faced mallet to release the wedge from the headset.



Step 7: The fork should now be easily removed from the frame – note the orientation of the headset bearings and seals.

Re-installation: To re-fit your forks follow the removal procedure in reverse.

Extra care must be taken when you come to reinstalling the preload cap (**Step 4**). Adjusting the bolt preloads the headset bearings. Over-tightening this bolt could damage your headset beyond repair. It must be adjusted with the stem free to move on the steerer tube. When set up correctly the headset should rotate smoothly with no play.

When tightening any bolts please ensure you follow the manufacturers torque settings on all fasteners.