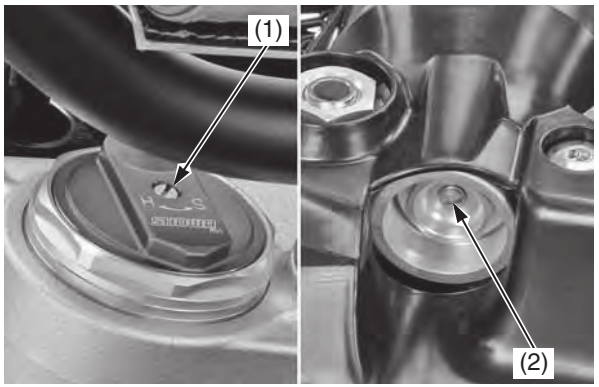
Front Suspension Adjustments

The front suspension can be adjusted for the rider's weight and riding conditions by using one or more of the following methods:

- **Compression damping** — Turning the compression damping adjuster (1) adjusts how quickly the fork compresses.
- **Rebound damping** — Turning the rebound damping adjuster (2) adjusts how quickly the fork extends.

The inverted fork on your motorcycle features sealed damper cartridges with dual (separate air and oil) chambers to prevent aeration. The design also isolates the oil in each fork/damper, which may contain air bubbles and/or metal particles, from the sealed cartridge to provide more consistent damping.



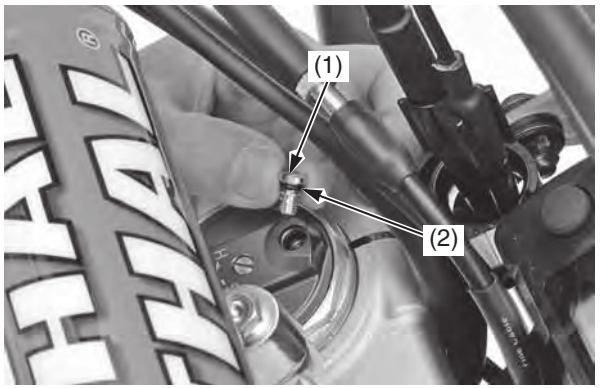
(1) compression damping adjuster
(2) rebound damping adjuster

Front Suspension Air Pressure

Air is an unstable gas which builds up pressure as it is worked (such as in a fork). Air pressure acts as a progressive spring and affects the entire range of fork travel. This means the fork action on your motorcycle will get stiffer during a race. For this reason, release built-up air pressure in the fork legs between race. Be sure the fork is fully extended with the front tire off the ground when you release the pressure.

The standard air pressure is 0 psi (0 kPa, 0 kgf/cm^2). You may relieve accumulated air pressure in the fork legs by using the pressure release screws. The front wheel should be off the ground before you release the pressure. The air pressure should be adjusted according to the altitude and outside temperature.

1. Place an optional workstand under the engine, so that the front wheel is off the ground.
   Do not adjust air pressure with the front wheel on the ground as this will give false pressure readings.
2. Remove the pressure release screw (1).
3. Apply recommended fork oil to a new O-ring (2), and then install a new O-rings.
4. Install and tighten the pressure release screw to the specified torque:
   1.0 lbf·ft (1.3 N·m, 0.1 kgf·m)



(1) pressure release screw (2) O-ring (new)