



Fitting instructions for Rally Raid Products CB500X Level 1&2 Fork Kit for models 2022 –

Tools required for this installation.

5 mm Allen Key
6 mm Allen Key
133mm spanner
41mm Spanner
19 mm Spanner (RRP Spanner is suitable)
14 mm Spanner
10 mm Spanner
8mm socket
12mm socket
14mm Hex Bit (RRP Spanner is suitable)
Installation will need two people for some parts.

1. Place bike on centre stand. Undo both left hand pinch bolts using 6mm Allen Key.
Remove Spindle Bolt with 19 mm spanner.



2. Undo both right hand fork pinch bolts using 6mm Allen Key.
Undo spindle using 14mm Hex Bit and remove from wheel.



3. Replace spindle through wheel and re-insert bolt from opposite side to prevent loss of spacers.



4. Using 12mm socket, remove both left-hand caliper bolts, detach caliper, replacing bolts in caliper.
Repeat for opposite leg.








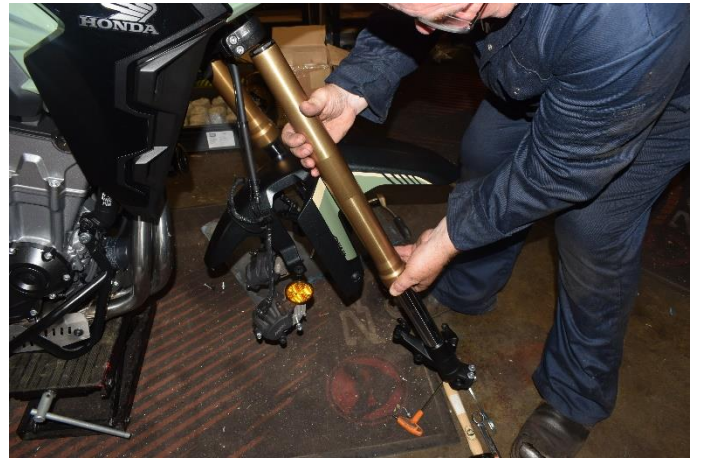
5. Remove front wheel.

6. Left Leg. Using a 5mm Allen Key, remove both fender bolts from fork leg. Then use an 8mm socket to remove ABS mounting screws and ABS Sensor from fork leg. Using a small screwdriver to push back barbs on plastic cable mount, then detach from fork leg.





<p>7. Right Leg. Using a 5mm Allen Key, remove both fender bolts from fork leg. Let fender hang from to triple by brake hose.</p>	
<p>Right Hand Leg</p>	
<p>8. Using a 10mm spanner, undo top triple pinch bolts a few turns.</p>	
<p>9. Using a 6mm Allen Key undo both lower triple pinch bolts a few turns, whilst holding the fork leg to prevent it dropping out. Slide up the fork leg about 15mm to the lower machined line of the fork tube.</p>	
<p>10. Using a 41mm octagonal spanner, undo the right-hand fork cap about one turn. Whilst holding the lower fork leg undo both lower triple pinch bolts and remove whole leg.</p>	



11. Clamp leg in a special fork vice or a vice with soft jaws. using a 41 mm spanner, undo the fork cap completely. Compress fork to expose cap and rod.

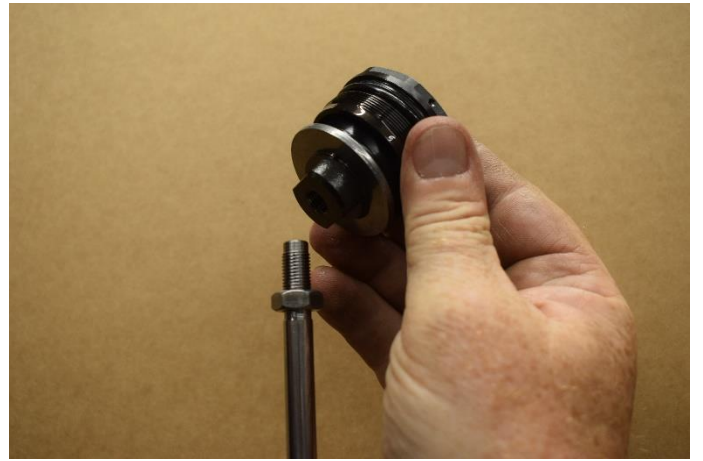
NOTE: Using an ordinary vice will damage the outer fork tube.



12. Using a 41 mm spanner and a 14mm spanner, undo the locknut that is below the fork cap, from the shaft. Remove fork cap.



13. Invert the fork cap and remove the wire clip using a small flat screwdriver, remove the steel washer from the fork cap and then lever out the rubber sleeve, again using a flat screwdriver.





14. Take the new Rally Raid fork cap, insert the rubber sleeve, then the metal washer and finally the wire clip, making sure the clip is seated in the groove.







15. Ensure that the lock nut is screwed to the bottom of the threaded section before putting the new fork cap assembly on to the rod.



16. Holding the rod, tighten the new cap down fully until it bottoms internally, there will be a small gap between the underside of the cap and the lock nut. Using the pin socket and 30 mm spanner, along with 14mm spanner on the lock nut, tighten both together.



17. Remove leg from vice, extend leg and tighten fork cap by hand.



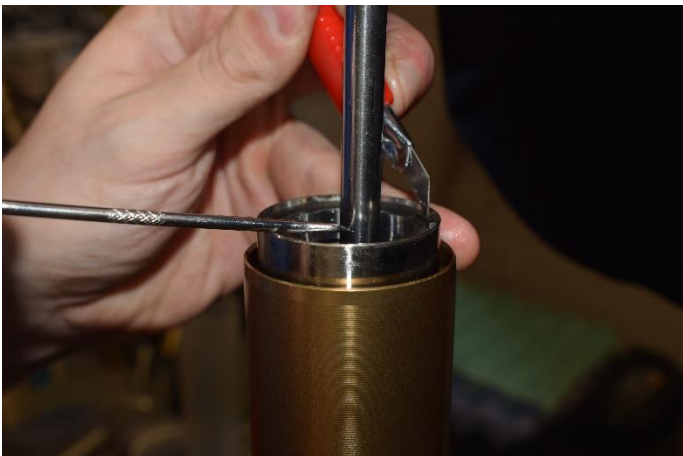
Left Hand Leg

Repeat stages 8 -11 inclusive.

NB: Two people are required for the next steps!

18. With one person pushing down on the fork cap, this will enable the second person to push down the steel ring below the wire clip. Try and hook the wire clip out of the groove, once out **DO NOT DISCARD**.





19. Withdraw top out assembly, you may need to tap the underside of the fork cap to dislodge the steel ring that is inside the fork tube. You will not be using the top out assembly, but we advise you keep safe, should you need to return the forks to standard.



20. Remove the fork spring, and as above keep safe.



21. Fit the new Rally Raid spring, followed by the 3mm steel washer, then insert the new Rally Raid top out assembly, one person pushing down to compress the fork spring, the second person pushing down on the steel ring, and re-inserting the oem clip. Push fork cap up and down to check wire clip is seated correctly. (a clip that is not seated correctly will cause the top out assembly to feel uneven.)

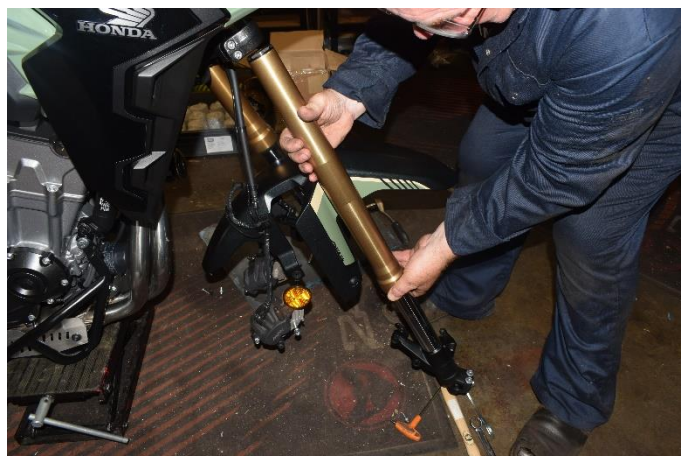


22. Remove fork leg from vice, extend fork and tighten fork cap by hand, then tighten further using pin socket and 13 mm spanner.



Re-fitting the fork legs

23. Insert right fork leg until the outer tube is 2mm above the top triple clamp, hand tighten both lower triple pinch bolts with the 6mm Allen key.



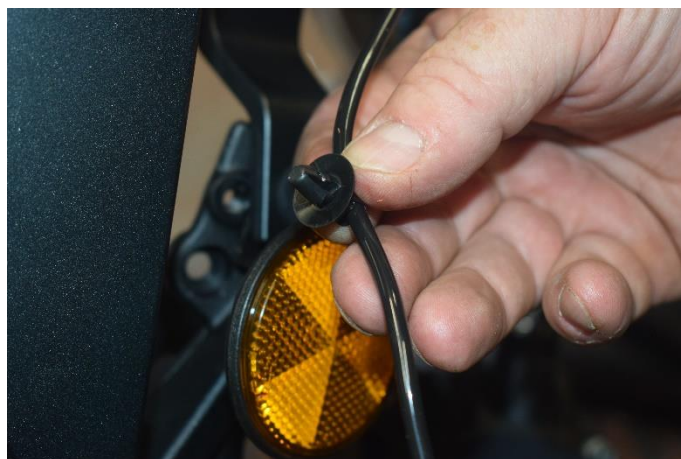


24. Using the pin socket and 30 mm spanner fully tighten the fork cap by hand. If necessary, torque to 20 nm, then fully tighten the top pinch bolt with 10 mm spanner torque to 18nm. Fully tighten both lower pinch bolts to 24nm.



Repeat stages 23 and 24 for left leg.

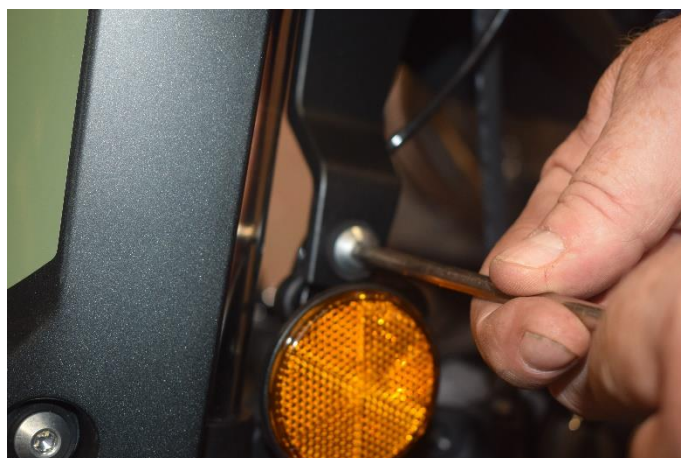
25. Re-position the front fender, and insert the ABS sensor cable plastic grommet into the left fork caliper mount



26. Re-insert ABS sensor into the lower left fork leg with 8 mm socket on screw, use a small amount of blue (low strength) Loctite™
27. Tighten to 12 nm.



28. Re-attach both fender screws into each fork leg using a 5mm Allen Key. Do not tighten fully.

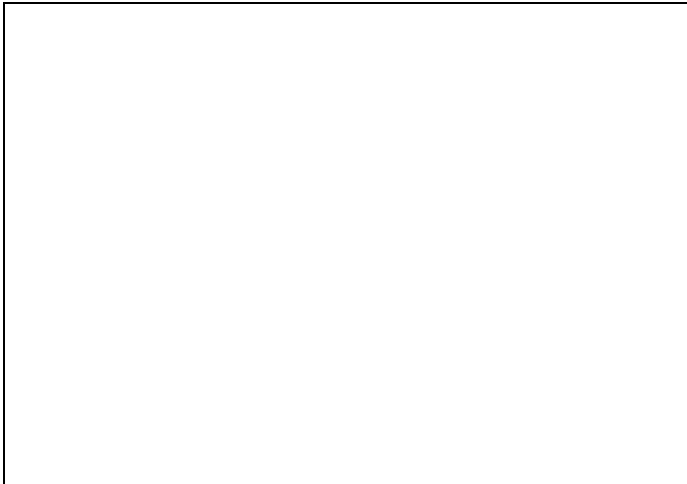


29. When attaching front lower screw ensure that the rubber “top Hat” liner on inside of the fender, above the screw, is aligned with the metal pin on the fork leg casting.



30. Remove bolt and spindle from the front wheel and insert wheel into forks, ensuring the ABS ring is facing the left fork, next to the sensor.
It is preferable to remove both wheel spacers and insert some grease into the bearings before replacing the spacers, also apply a small amount of grease to the front axle to help insertion.

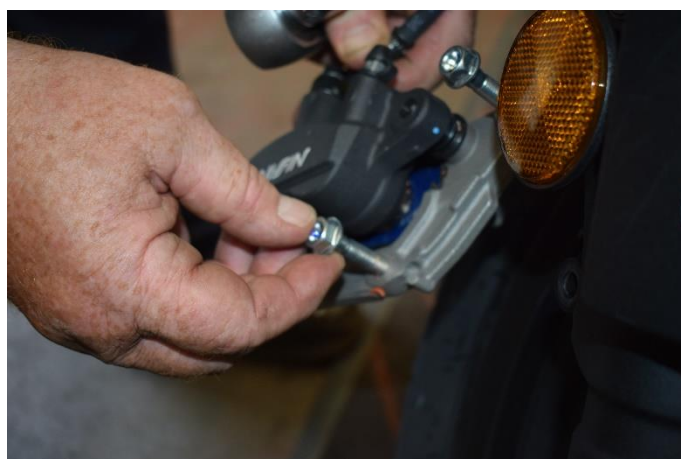




31. Slide axle through the right-hand fork leg, and through the front wheel. The when the axle is fully inserted secure with bolt from opposite side, tighten fully using 14mm hex bit on right axle end and 19mm spanner on left end.
Tighten both axle pinch bolts in left leg, using 6 mm Allen Key – DO NOT TIGHTEN RIGHT HAND FORK PINCH BOLTS.
NOTE: Only tighten hand tight using the spanners you would carry on the trail, in the even that you need to remove the wheel for a puncture or maintenance. There is no need to use factory torque settings for either front or rear axles, as they are too high to undo on the trail with hand tools.



32. Remove both caliper bolts and slide caliper into position on the disks, it may be useful to push back the brake pads before doing this to give more space when inserting them.



33. Apply Red (Strong) Loctite™ to the threads of both caliper bolts and insert into the caliper, tighten by hand using 12 mm socket then torque fully to 36 nm



34. Pump front brake lever several times, whilst spinning front wheel until the brakes bite, then fully tighten all four front fender screws using 5 mm Allen key.

35. Remove bike from stand and, with front brake applied, push the forks up and down a few times to centre the right fork leg. Place bike back on centre stand and fully tighten both pinch bolts in right hand fork leg using the 6 mm Allen Key.