

FITTING INSTRUCTIONS FOR E.D. SUPERLEGGERA FORK CONVERSION KIT MK.111.

The kit consists of one alloy top yoke, one large lock nut, two lengthened top bushes, two damper rod assemblies and one steering damper alloy knob and cap.

FITTING. Remove the front wheel mudguard assembly and drop out fork legs. Lift off spring covers and springs. Invert legs to drain off oil. Using the BSA Service Tool no. 61 - 3005 unscrew the chrome oil seal holders. Lift up the oil seal holder and remove the wire circlip securing the top bush. Pull out fork tube c/w bushes and oil seal holder. Remove the bushes by unscrewing the bottom nut using an 11/16" Whit spanner. Slide off bushes, and oil seal holder. New oil seals Payen No. 258 price 3s. 9d. each, should be fitted. Check bottom bushes for scoring which impairs damping. New bushes part no. 29 - 5346 price 10s. 6d. each. Reassemble using the E.D. long top bushes in the reverse order. Remove the standard top yoke and fit the alloy one over the adjuster sleeve. Screw on the special lock nut but do not tighten at this stage. Refit the fork legs not forgetting the clip-ons etc.

IMPORTANT. Make sure the pinch bolts secure the fork shafts tightly. If required increase the slot width slightly.

ADJUSTER HEAD RACES. Adjust the races using the normal adjuster sleeve. Now screw down the special lock nut until it just touches the alloy yoke. Do not tighten further. Holding lock nut screw down chrome cap nut and tighten on to the lock nut. Refit the new alloy steering damper knob. Drill the fork top nut $\frac{3}{8}$ " and fit the damper rods with copper washers, and chromed domed nut. Refill forks with oil using 1/3rd pt. SAE 20 oil. Reassemble mudguard, wheel etc

NOTE. In use a clicking noise may be heard this is the ball valve working in the damper unit. The top yoke is now drilled and tapped to accept the rev-counter speedo mounting plate. The Gold Star will need the mounting holes enlarged slightly.

FOR FITTING TO A65 MODELS AND LIGHTENINGS The foregoing instructions apply except that the fork bushes are not changed therefore it is much simpler to fit the conversion.