

GENERAL INSTALLATION INSTRUCTIONS

1. Disassemble the forks and carefully remove the old fork seals. Refer to your owners manual or aftermarket repair manual. (ie., Clymer Repair Manual).

USE EXTREME CAUTION!

DO NOT SCRATCH OR DAMAGE THE FORK SEAL CAVITY

2. Clean the fork sliders and stanchion tubes thoroughly. Make sure that the housing where the seal rests is round and free of dents, scratches and other defects. Smooth any and all imperfections before installation of new seals. The **LEAK PROOF** Seal "floats" in this area and must have a uniform wall to seal against.

3. If upon disassembly you found a stock washer below the original seal then it **must** be replaced into its original position at this time before installing the Leak Proof Seal. Oil each **LEAK PROOF** Seal with ordinary oil and hand push-fit the seal into the cavity with the groove side of the seal facing **down** towards the oil reservoir. This should be done before the stanchion tubes are reinstalled in the fork sliders. (If your bike is equipped with stanchion tubes with the integral bushing attached please refer to step #4 before continuing). If your seal kit is supplied with a set of aluminum washers they should be installed next on **top** of the seal **between** the seal and the snap ring groove. Some bikes will come equipped with a washer already above the stock seal. This can be used as a spacer if necessary but must be installed above the **LEAK PROOF** washer. If your bike was equipped with a dust wiper that was held in place by the snap ring then it too must be replaced in it's original position. **NOTE:** In order for the **LEAK PROOF** Seal to function properly it must have a minimum of .5mm (.020") float clearance (vertical space) between the seal/washer assembly and the snap ring. Insufficient "float" space can cause the fork seals to bind against the stanchion tubes. Because **LEAK PROOF** Seals naturally float to the top of the cavity, 2-4mm space between the snap ring and the seal/washer assembly is not a problem. **NOTE: If your LEAK PROOF Seal kit is supplied with washers, they must be installed between the seal and the snap ring! Failure to do so can result in immediate seal failure.** (Refer to diagram on next page).

4. On bikes equipped with an integral bushing attached to the stanchion tubes it may not be possible to slide the bushing through the I.D. of the seal after it has been installed into the seal cavity. It will be necessary to slide the **LEAK PROOF** Seal over the top and down the leg of the stanchion tube and into the seal cavity.

NOTE: Damage to the seal can occur both stretching the seal over the top and also compressing the seal past the snap ring groove in the seal cavity. A thin strip of plastic can be used as a sleeve to slide the seal over the top of the fork tube and down past the snap ring groove into the cavity. Lightly oiling the seal and the plastic strip will help.

5. Be sure the snap ring or retaining clip is securely seated in it's groove. If your forks are not equipped with a snap ring/groove then you may be able to use your old seal as a press-fit retainer. Remove the inside lip diameter with a sharp knife and reinstall on top of the **LEAK PROOF** Seal/washer assembly. Proper "Float" clearance must still be maintained. (Refer back to step #3).

6. Check the stanchion tubes for roundness and other defects and correct before reassembly. Again, refer to your repair manual for reassembly instructions. Bolt everything back together, tighten properly and fill with fork oil per the manufacturers specifications.

7. **UPSIDE DOWN FORKS** - The same procedures as above apply except the grooves of the **LEAK PROOF** Seal will now face **up**. You will install the stock washer first, (if there was one), then the **LEAK PROOF** Seal with the groove side now facing **up** away from the snap ring, next the **LEAK PROOF** washer (If there was a stock washer here then It may be installed as a spacer **between** the LP washer and the snap ring as long as proper clearances are maintained. see step #3), and then the snap ring. Some bikes may have a dust wiper that is held in place by the snap ring. This should also be replaced in its original position. (Refer to diagram on next page).

TROUBLESHOOTING

Both seals leak immediately after installation:

Make sure you have received the correct seals for you motorcycle.

Be sure all original parts (washers, dust wipers, snap rings) were replaced in their original positions.

Be sure that the supplied washers were installed between the seal and the snap ring.

Check to see that the grooves of the seals face away from the snap ring.

Check to make sure snap rings have been installed properly.

Check to see that the supplied washers have not bent or deformed due to excessive force on the front end.

If your fork assembly is old and worn it may be necessary to try a heavier fork oil.

One seal leaks but the other one doesn't:

Switch the seals to the opposite fork legs, if the leak follows the seal then the seal is possibly defective. If the leak stays with the fork leg then there is a possible problem in the fork leg.

One or both seals leak after extended period of use:

This can occur due to dirt getting past the dust wipers. **LEAK PROOF** Seals are designed that they can be removed, cleaned and reinstalled.

If all else fails please give us a call.

BRITISH CYCLE SUPPLY

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GENERAL INSTALLATION DIAGRAM

Conventional Fork

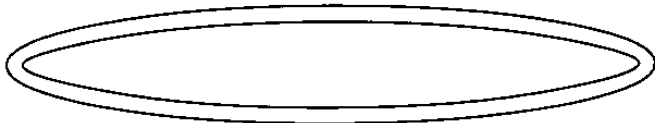
(Turn diagram upside down for Upside Down Fork configuration)



Dust Wiper- Generally it is above snap ring. (May be below snap ring on some bikes). Some bikes have dust wipers above and below snap ring.



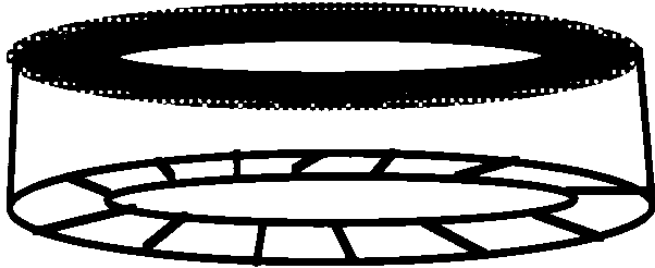
Snap Ring- This holds LEAK PROOF Seal and LP Back-up washer securely in place. **Do not leave out!**



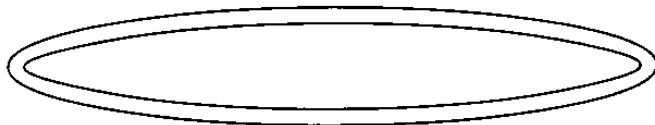
Original Equipment Manufacturer Washer- (O.E.M.). Can be used as spacer but you must maintain proper "float" clearances of atleast .020. If not O.E.M. on your bike then disregard this instruction.



LEAK PROOF Back-up Washer- Always placed next to seal in this position. **Do not leave out!** Not all LEAK PROOF Seal kits are supplied with these washers as some bike's existing hardware eliminate the need.

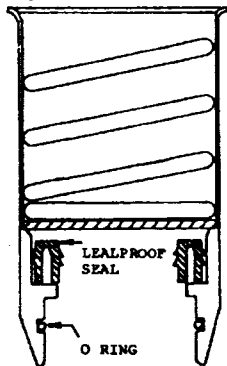


LEAK PROOF Seal- Always installed with grooves facing away from the LP Back-up Washer. Refer to instructions on previous page for correct installation.



Original Equipment Manufacturer Washer- Found on most all late model bikes with integral bushing. This washer protects lower lips of seals from bushing damage. It must be replaced in its original position. If your bike did not come with one then disregard this instruction.





SPECIAL INSTRUCTIONS

Be sure to place original washer
above Leak Proof Seal for spring
support



For 97-1500/A & 97-1500/B Kits

TRIUMPH

1971 & Later (97-7079)

BSA

1971 & Later

For 97-4001/A & 97-4001/B Kits

NOTE: On models 1971-1977 we recomend using OEM part number #97-7016 retainer washer. On models 1978-up use existing OEM hardware. Use LP supplied tin washer only when OEM is not available.