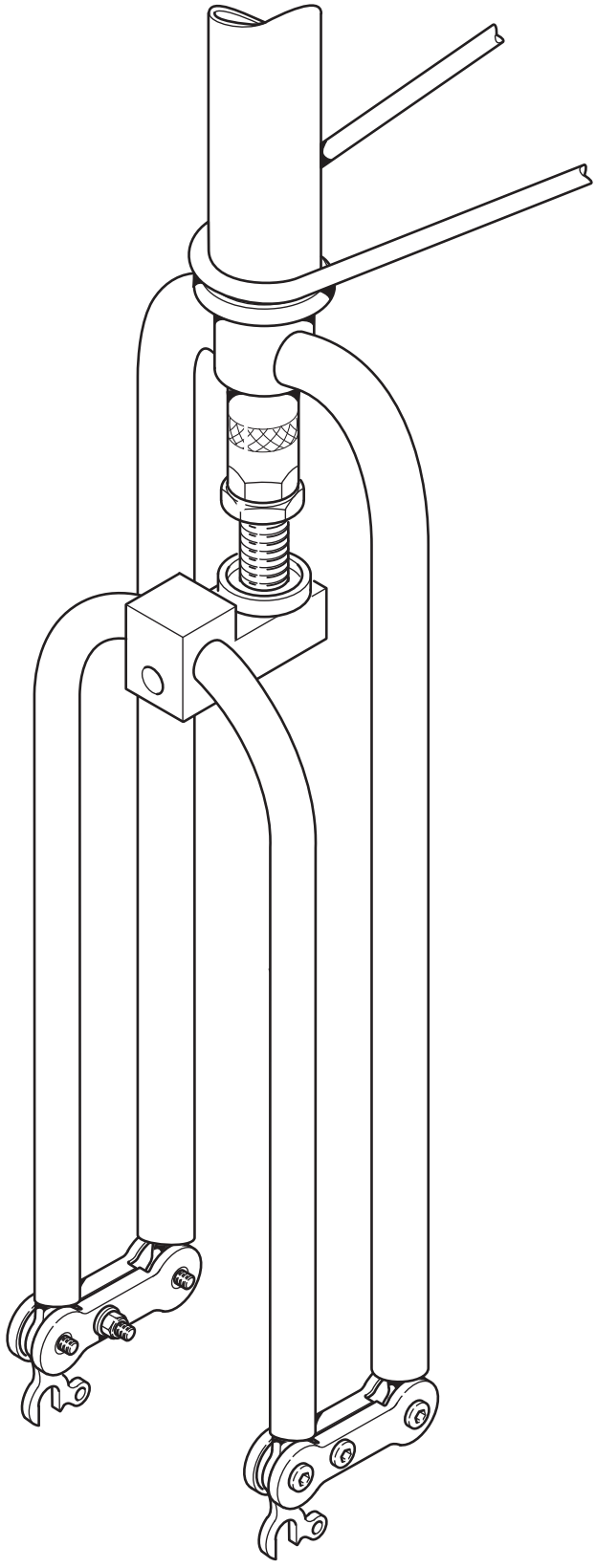
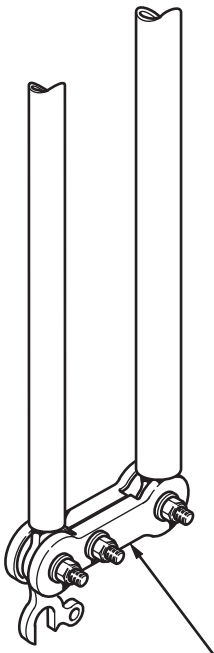
# TSR 30 FRONT SUSPENSION



# FRONT SUSPENSION SERVICE

## FRONT SUSPENSION DISASSEMBLY (OLD)



With the bicycle held in a workstand, remove the front wheel, front brake cable (brake caliper and mudgaurd (if fitted) can be left in place or removed), remove any computer sensors attached to the fork stirrup.

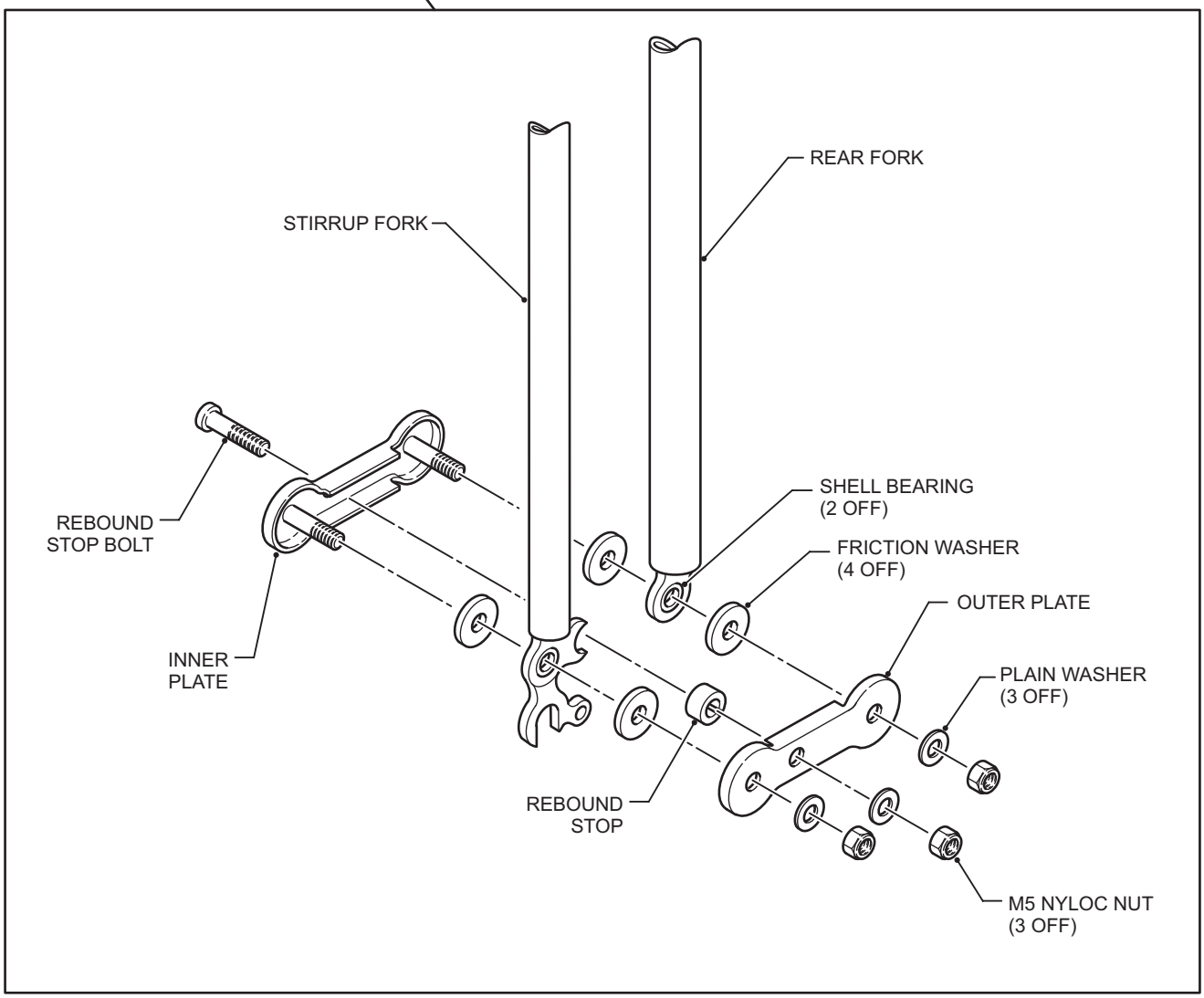
Some people may find the job easier if the whole fork assembly is removed from the frame.

Start by removing the six M5 stainless steel 'nyloc' nuts and washers from the leading links. The outer links should then be removed, this can be tricky and it may be necessary to compress the suspension slightly. Remove the four (two on each side) light blue friction washers from the forkends.

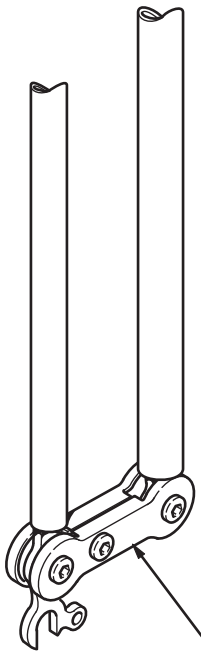
The inner plates can now be removed, along with the four inner friction washers. In the middle there will be a bolt with a small red (or light blue) washer which is the rebound stop.

Take care removing the inner plates, as the fork stirrup is spring loaded (unless the bearing has seized).

Do not remove the shell bearings from the dropouts unless they need to be replaced, which is only necessary at very high mileages. The bearings can be carefully pressed out, and, similarly, new ones must be carefully pressed in.



# FRONT SUSPENSION DISASSEMBLY (NEW)



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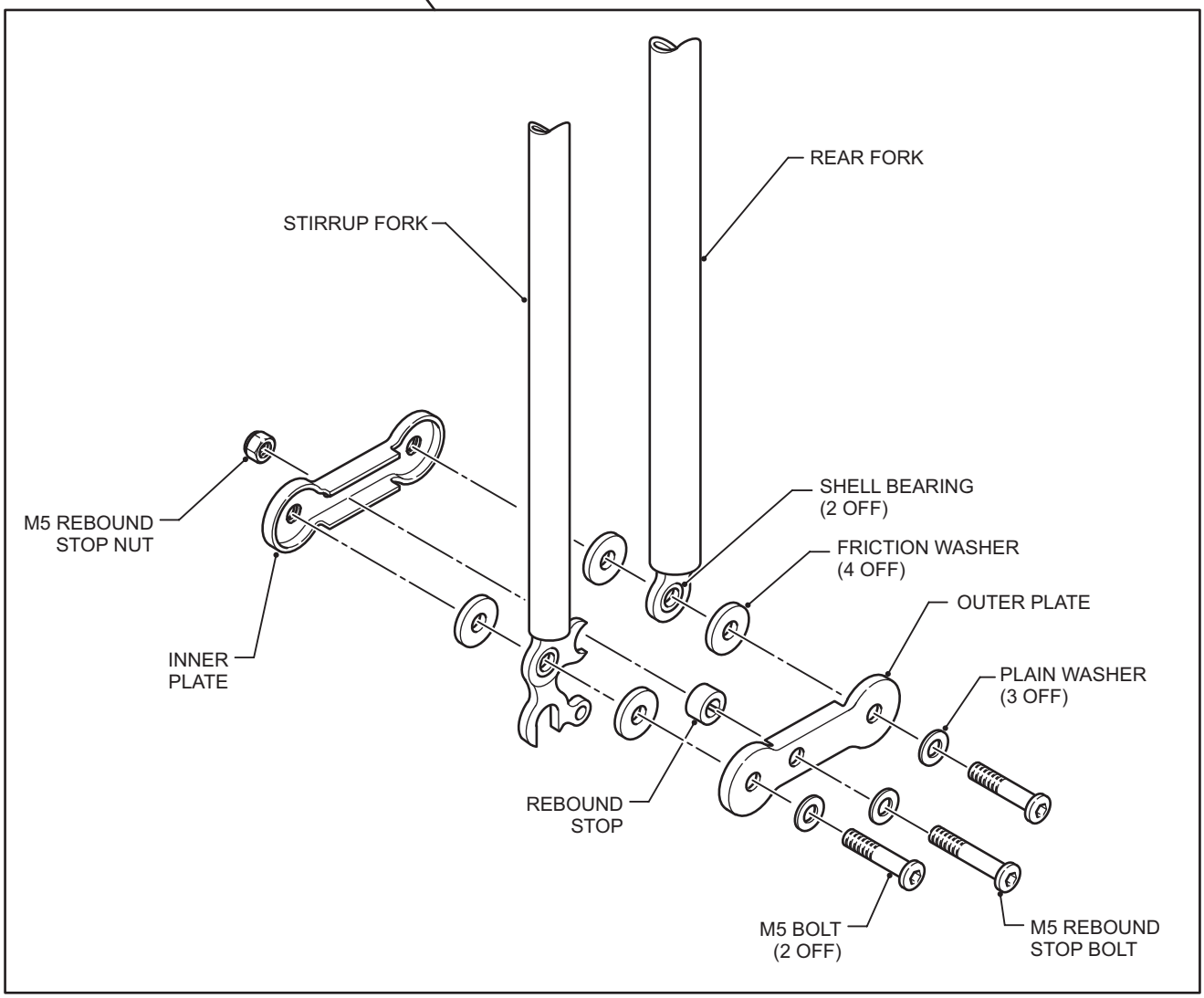
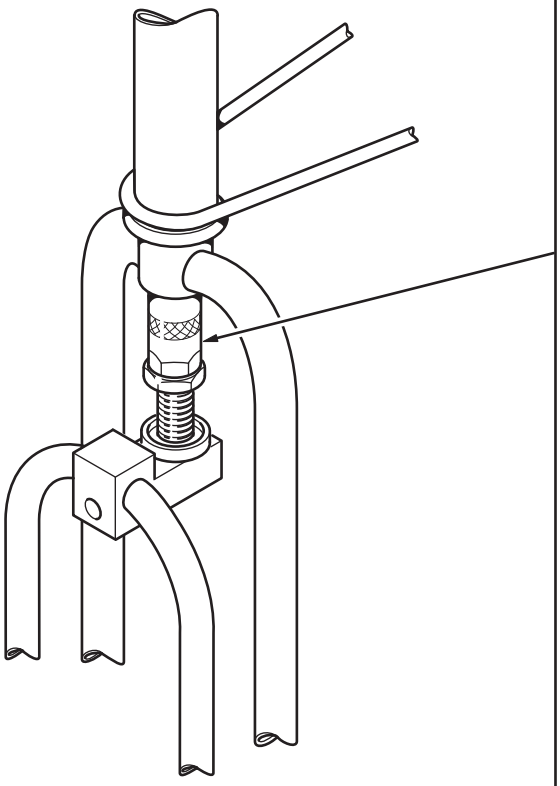


# FRONT SUSPENSION DISASSEMBLY Cont.

The stirrup should now slide out of the steerer tube, followed by the spring. Remove the black rubber suspension boot (if fitted). On the threaded stud on top of the stirrup there should be, from the bottom up, a black "bumpstop" washer, a small knurled aluminium locknut; a tall aluminium height adjuster, with knurling on the lower portion and topped by a dark or light grey suspension guide bearing.

Pashley built models not fitted with a suspension boot and AM bicycles have a wiper seal just below the suspension bearing. The suspension bearing is fitted to the height adjuster by a ball and socket joint. The easiest way to remove the suspension bearing is to grip the bearing lightly in a vice, and pull the height adjuster towards you.



# REASSEMBLY

Clean all parts thoroughly, including the inside of the steerer tube, dropouts and the spring, and dry off with a clean cloth. Do not clean out the inside of the shell bearings in the dropouts. If possible, polish the inside of the steerer tube using a flapwheel (on a long stem, held in an electric drill) to remove any traces of corrosion. If necessary, fit the suspension bearing to the height adjuster using a vice (as a press). The use of a hammer to fit the bearing is likely to destroy the bearing. Lightly grease the threaded stud on top of the fork stirrup (do not use white grease) and re-fit the bumpstop washer, locknut and height adjuster, the bumpstop washer is screwed down as far as possible. Screw the locknut and height adjuster down close to the bottom, but not down so far as to be hard to adjust after assembly.

Grease the outside of the spring and insert into the steerer tube. The suspension bearing should also be lubricated.

<u>Important note:</u> use Silicone Grease (for spring and bearing) on cycles fitted with the dark grey (straight sided) bearing, and Lithium Molybdenum Disulphide Grease (for spring and bearing) on cycles fitted with the light grey 'bobbin' bearing. Do not grease or lubricate any part of the leading link assembly.

Place the suspension boot over the lip at the base of the steerer tube and insert the stirrup assembly. Ensure the forks are the correct way round - when viewed from the side they are slightly angled back. Place Tufset blue washers on the inside of the dropouts and press in the inside leading link plates (with the rebound washer on the middle stud) This will require you to press the stirrup into the fork itself to ensure that the rebound stop clears the dropouts. The middle leading link stud should be closer to the front of the plate rather than the back - don't put them in the wrong way round.

Add the blue washers on the outside of the dropouts and the outer plates, followed by the stainless washers and nylock nuts or bolts. Tighten as per the adjustment section.