

FITTING INSTRUCTIONS

BLADDER CONVERSION KITS



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KEY



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NOTE



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CAUTION



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WARNING

REQUIRED CLAMPS BY KIT

BLADDER KIT NO.	BLADDER CLAMP NO.
211-900-085	213-900-085
211-900-100	213-900-100
211-900-105	213-900-105
211-900-110	213-900-105
211-900-120	213-900-120
211-900-125	213-900-105

OEM RESERVOIR REMOVAL TOOLS AVAILABLE

RESERVOIR TOOL NO.	USED WITH KIT NO.
213-020-020	211-900-085
213-020-025	211-900-105

REQUIRED MATERIALS

- Loctite 2701 (Green)
- Polymer 400 Grease (FF-GREASE)

INTRODUCTION

K-Tech shock absorber bladder conversion kits have been designed to improve performance in low-speed rear wheel movements, and offer more consistent response over greater temperature ranges. The bladder reduces friction inside the gas reservoir, and increases the available gas volume. K-Tech bladder conversions are a direct replacement of the OEM reservoir, and include all parts necessary to the function of the reservoir. Tools for disassembly, reassembly and bleeding/gassing the shock absorber are **not** included, but can be purchased from your nearest K-Tech dealer.

*****THIS PRODUCT IS NOT DESIGNED FOR HIGHWAY USE*****

The procedures in this manual should only be carried out by a qualified motorcycle technician. K-Tech Suspension Ltd will not be liable for any damages caused in any way to/by the product and any injuries sustained if the product is fitted or adjusted by someone who is neither an authorised dealer of K-Tech Suspension Ltd or who does not have the relevant qualifications in motorcycle technology. K-Tech Suspension Ltd will also not be liable if the correct tools are not used throughout the process of fitting and adjustment of a K-Tech suspension Ltd product. Please refer to the manufacturer's workshop manual before attempting these procedures. These procedures will require two people, you will need to remove all relevant bodywork and any other parts that may restrict you from carrying out these tasks.

K-Tech Suspension Ltd products are manufactured to fit specific brands and models. Under no circumstances should any K-Tech Suspension Ltd products be fitted to an application other than that for which it has been designed, tested and manufactured.

STANDARD RESERVOIR REMOVAL



**IMPORTANT: REMOVE ANY GAS
PRESSURE IN THE SHOCK ABSORBER
BEFORE DISASSEMBLY!**

1

Hold your shock absorber, by the top end-eye, in a vice.

Remove the reservoir, using the tools and method specified in the manufacturers workshop manual.

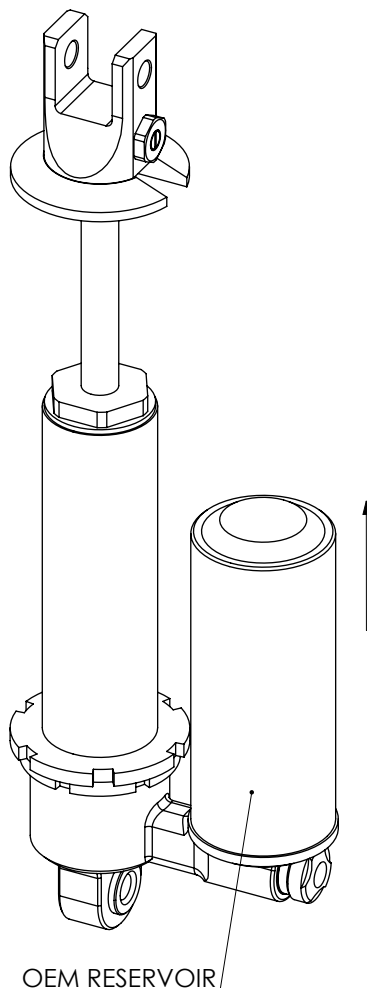
**This may require extensive
disassembly!**

Inspect the threads on the shock absorber body, and the reservoir, for any signs of wear/damage. Also inspect the O-Ring, to ensure it is in good condition.

2

Clean the threads on the shock absorber body, to remove any factory thread locking compound.

If the O-Ring is damaged, replace with a new one of the same size.



K-TECH BLADDER FITTING

3

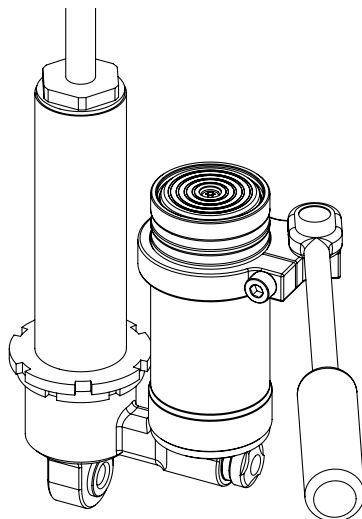
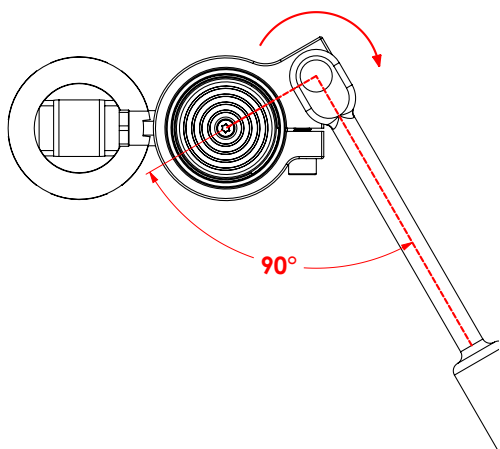
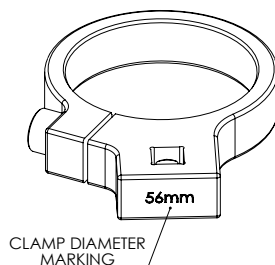
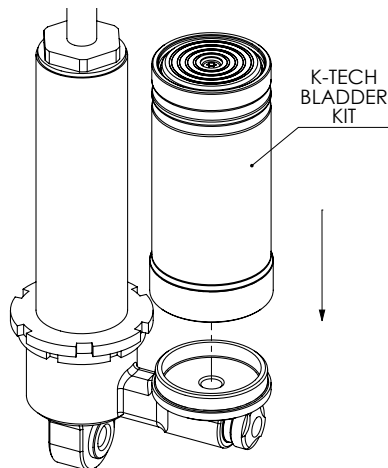
Fit the O-Ring to the groove on the shock absorber. Apply Polymer 400 Grease around the O-Ring, avoiding the threads.

4

Apply a small amount of Loctite 2701 to the reservoir threads. Screw the K-Tech reservoir onto the shock absorber, until it bottoms out.

Using the appropriate reservoir clamp tool (See table on Pg. 2), torque the reservoir tube to **60 Nm**.

Ensure that the torque wrench is at 90° to the reservoir when torquing!
(See Image Below)



K-TECH BLADDER FITTING

5

Before bleeding the shock absorber, remove the gassing screw on the cap of the K-Tech reservoir.

Set the gas pressure in the reservoir to **1 Bar**, using tool **213-900-010**.

This prevents over-filling the shock absorber during the bleed process.

6

Once the shock absorber is properly filled with suspension fluid, set the gas pressure in the reservoir to 10 Bar.

Replace the gassing screw in the top cap of the reservoir.

7

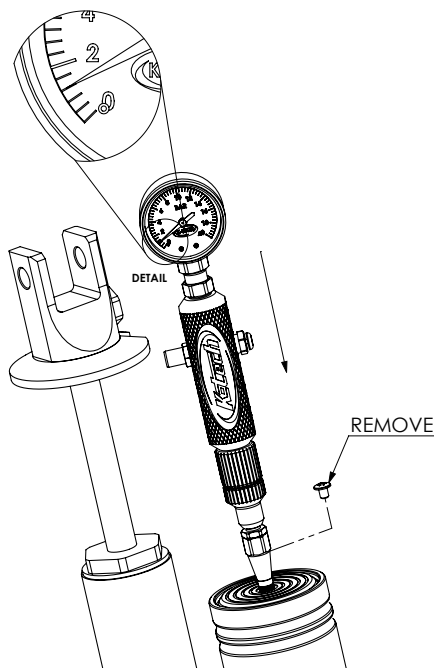
Once reassembled, compress the shock absorber by hand to check it functions correctly.

The shock absorber **MUST**:

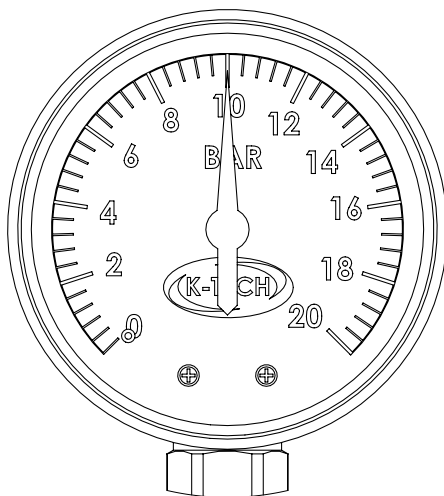
- Compress fully without siezing or becoming hydraulically locked.
- Return to its open length unassisted.

If your shock absorber functions as stated above, the installation is complete!

**SET TO 1-BAR
BEFORE BLEEDING**



**GAS TO 10 BAR
AFTER BLEEDING**





This image shows a single page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, leaving small margins at the top and bottom. There is no handwriting or other markings on the paper.



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**Contact your local K-Tech dealer for more details at
www.ktechsuspension.com/service-centres-and-partners**