

Set-up Data

Rebound adjustment	10 clicks
Compression adjustment	10 clicks
Spring preload	10 mm
Oil level	150 mm
Öhlins oil	01309

Springs

04744-95 (optional)	9,5 N/mm
04744-90 (optional)	9.0 N/mm
04744-10 (standard)	10 N/mm
04744-05 (optional)	10.5 N/mm
04744-11 (optional)	11 N/mm

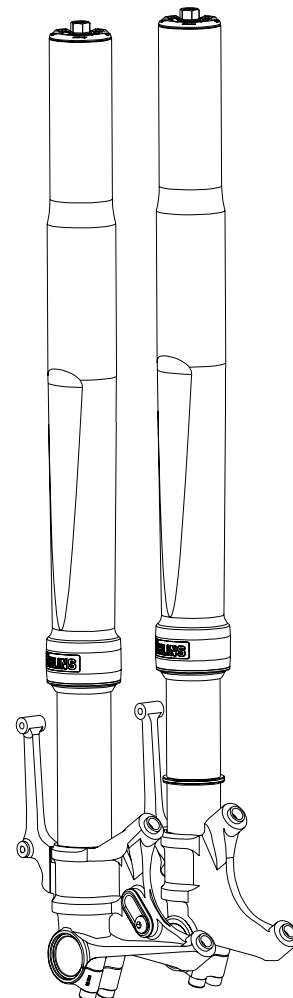
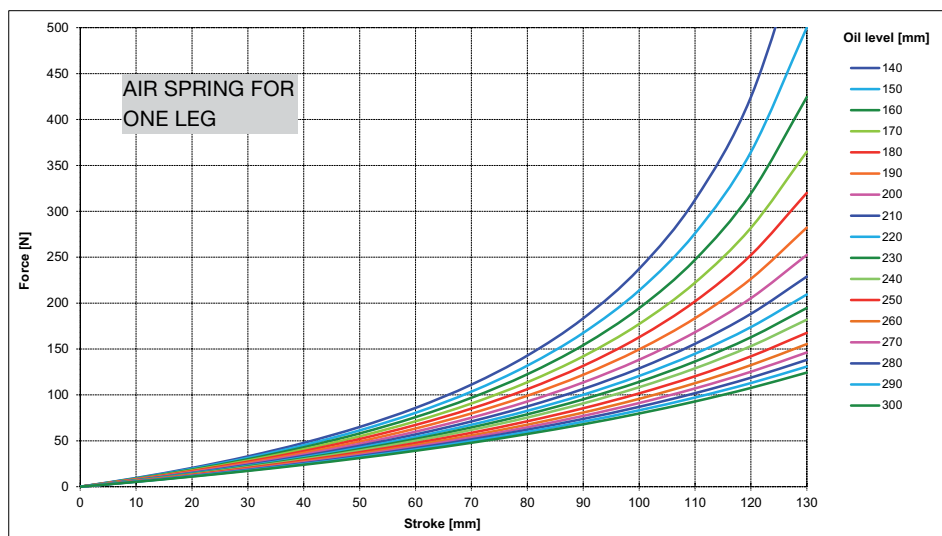
Recommended Sag and Ride Height

The measures should not differ from the following recommendations:

R1 - R2	10 - 20 mm (R1-R2)
F1 - F2	20 - 30 mm (F1-F2)
R1 - R3	25 - 40 mm (R1-R3)
F1 - F3	35 - 50 mm (F1-F3)

👁️ Read more about sag and ride height in the Öhlins Owner's Manual.

Diagram: Oil Level - Force



Before installing this product, check the contents of the kit. If anything is missing, please contact an Öhlins dealer.

Kit Contents

	Part No.	Pcs.
Front fork	FGRT201	1
Spacer	04785-08	4
Screw	01046-38	4
Fender bracket, front	21665-01	2
Sticker "Öhlins"	01196-02	1
Owner's Manual	07282-07	1

Please note that during storage and transportation, especially at high ambient temperature, some of the oil and grease used for assembling may leak and stain the packaging. This is in no way detrimental to the product, wipe off the excessive oil/grease with a cloth.

⚠️ Warning!

Before installing this product, read the Öhlins Owner's Manual. The front fork is an important part of your vehicle and will affect the stability.

👁️ Öhlins products are subject to continuous improvement and development, therefore, although these instructions include the most up-to-date information available at the time of printing, minor updates may occur.

To find the latest information contact your Öhlins distributor. Please consult your Öhlins dealer if you have any questions regarding the contents in this document.

Part no. FGRT201_0
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Front Fork for Kawasaki ZX-10R /ABS FGRT 201

Mounting Instructions

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How to Install

⚠ Warning!

It is advisable to have an Öhlins dealer install the front fork.

⚠ Warning!

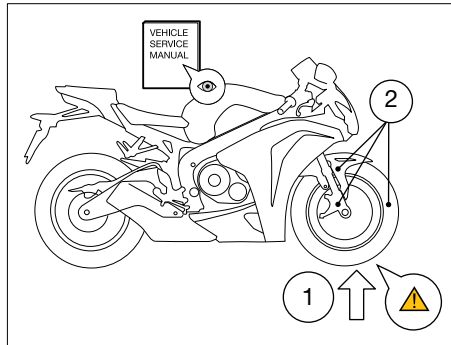
When installing, read the Vehicle Service Manual.

⚠ Warning!

Make sure the vehicle is securely supported so that it will not tip.

1

Put the motorcycle on a workstand so that the front wheel is off the ground.



2

Remove the front fender, brake caliper, ABS-sensor (if any) and the front wheel.

3

Measure the distance from the top of the outer fork leg to the top of the upper triple clamp.

👁 Note!

It is very important that the front fork is reattached at the exact same position.

4

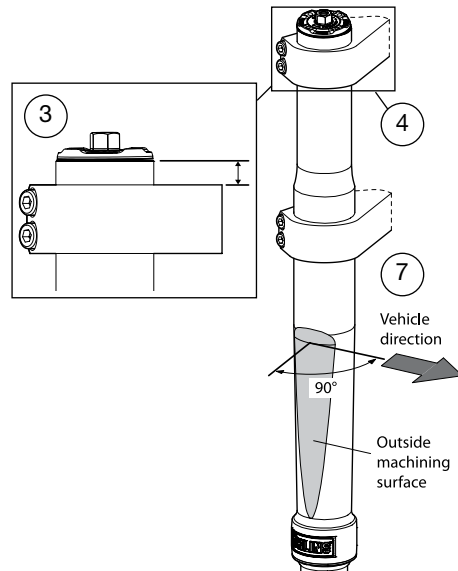
Loosen the upper and lower fork crowns by loosening the screws.

5

Remove the fork legs from the fork crowns.

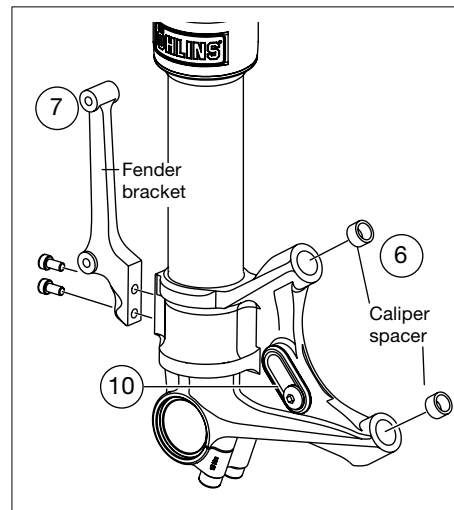
⚠ Warning!

The surface of the outer machining must be 90° from the vehicle direction.



6

Mount the spacers (provided in the kit) on the Öhlins fork bottom according to the figure.



7

Install the fender bracket, provided in the kit, according to figure. Apply Loctite 243 or similar on the screws.

8

Install the fork legs into the fork crowns at the same height as measured in figure 3. Turn the handle bars fully from side to side to make sure that nothing restricts the movement, and that the throttle cable and wire harness runs in smooth bends.

9

Tighten the fork crowns with the following torque: Upper fork crown 20 Nm and lower fork crown 10 Nm.

10

Vehicle equipped with ABS; Remove the cover plate from the left hand side fork bottom and reinstall the ABS-sensor.

Adjustments

⚠ Warning!

Before riding, always make sure that the basic settings made by Öhlins are according to recommended Set-up Data. Read about adjustments and setting up in the Öhlins Owner's Manual before you make any adjustments. Contact an Öhlins dealer if you have any questions about setting up the front fork.

11

Reinstall the front fender, front wheel and the brake calipers. **Do not tighten yet.**

12

Put the bike on the ground, apply the front brake and compress the front fork distinctly 3-4 times. This will put the legs in an exact parallel position.

13

Tighten the front wheel, brake calipers and the front fender. See your vehicle service manual for the correct tightening torques.

14

Make sure nothing restricts the fork movement when fully compressed.

⚠ Warning!

Always test front fork function before test ride! During transport and storage the oil can be displaced and the fork loose some, or all, of its damping properties.

The fork may need to be compressed several times to regain its damping properties.

