

CERANI 35mm ROAD RACING FORKS

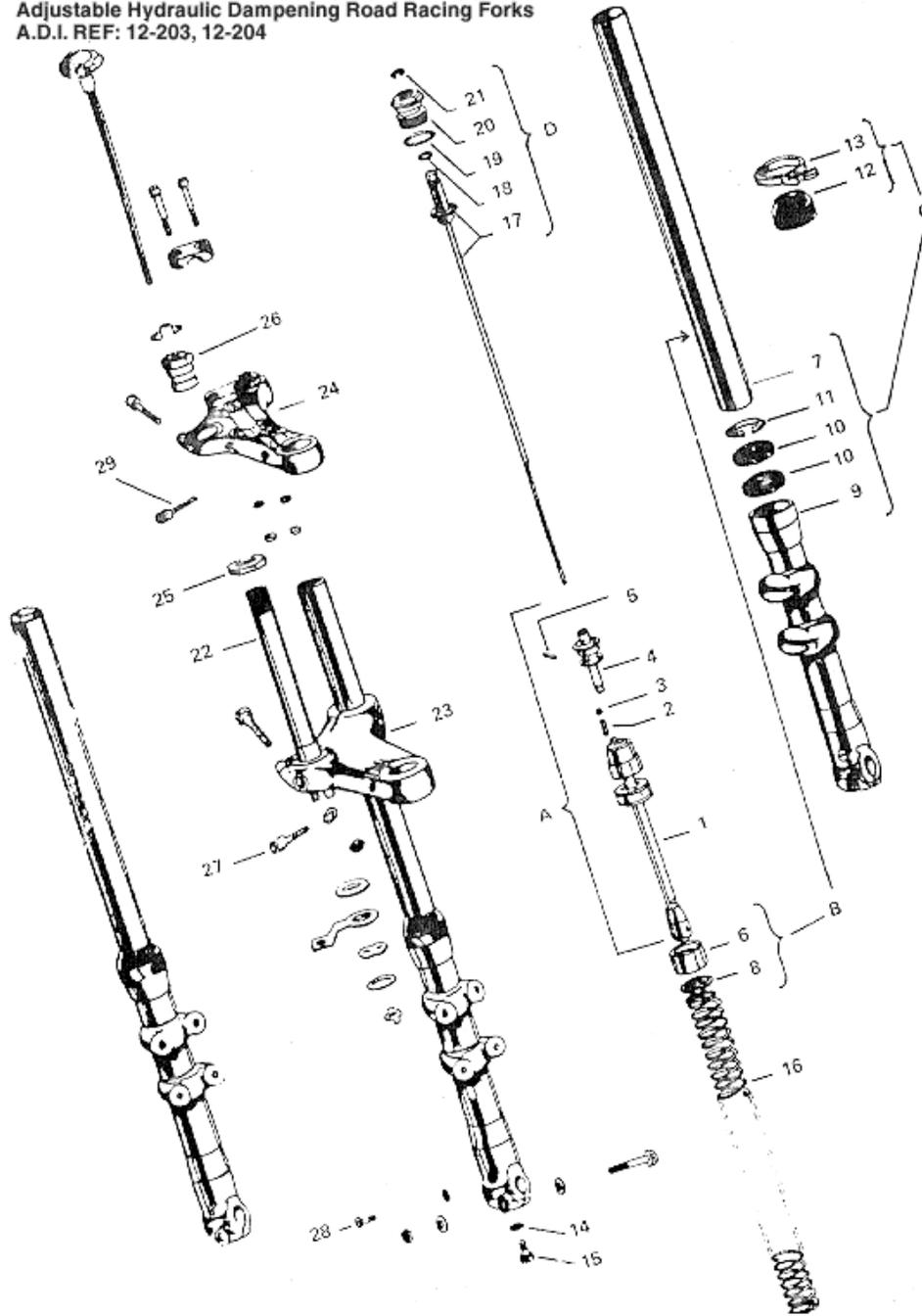
The following is a posting of a Ceriani 35mm Road Racing Forks manual. The year of issue of this manual is unknown.

The contents of this reprint cover; Ceriani Models 1.716/R (29") and 1.207T/R (27") and include; Assembly Instructions, Assembly Drawing, Parts List and Parts Drawing. (Refer to Assembly Drawing)

Your new Ceriani fork is supplied to you in its original factory wrapping to ensure it reaches you in the best possible condition.

ASSEMBLY DRAWING

CERIANI MODELS (1.716/R) (29") & (1.207T/R) (27")
Adjustable Hydraulic Dampening Road Racing Forks
A.D.I. REF: 12-203, 12-204



After removing the wrappings completely, please follow the instructions below to install the single most important improvement to your machine's handling - a Ceriani front fork!

INITIAL ASSEMBLY INSTRUCTIONS

CERIANI MODELS (1.716/R) (29") & (1.207T/R) (27")
Adjustable Hydraulic Dampening Road Racing Forks

1. Remove all pinch bolts and Allen bolts from upper triple clamp (crown) (24) and lower triple clamp (base) (23). Insert steering stem (22) (suitably machined to fit your motorcycle's bearings, if necessary) into centre hole of base, ensuring that the clearance cut faces rearward, and reinstall the pinch bolt.

2. Remove top nut/rod assembly (D) from stanchion (7). This can be achieved by wrapping the stanchion tube in several layers of rag and clamping it in a bench vice to allow the use of a 30mm wrench to unscrew nut. Alternatively, the top nut can be temporarily clamped in the vice and the stanchion tube unscrewed using a hands only approach to grasp the tube. No tools or straps are to be used on the stanchion tube.

3. Clamp steering stem (22) vertically in vice. If no vice is available the stem can be installed in the motorcycle (See Section 7) provided the machine is securely propped on shop stand or other suitable base under the frame. Insert each stanchion up through the proper hole in the base, replace (but do not tighten) the base pinch bolts. Position base lower than normal on the stanchion tubes (3 or 4 inches above boot/wiper tops). Place crown (top triple clamp) (24) in position on the stanchions (7) but not on the steering stem.

4. Re-insert the top nut/rod assembly into each stanchion in turn, making sure that the control rod (17) is properly inserted in the dampening adjuster (4). Note that the flatted side on the rod corresponds to a slot in the adjuster. If the sliders are not fully extended, the rod will slip down through the adjuster when in the proper position. This can be used as a check for rod positioning. Calibrate the adjuster by rotating the 10mm control rod hexagon on (17) clockwise until the limit stop. Slightly loosen the bottom screw (15) and continue to rotate the hexagon clockwise until its indicating line faces directly forward, i.e., in the direction that the motorcycle will travel. Position the lower legs so that the drainscrews (28) face to the rear, use the wheel axle to line them up in parallel. Tighten the bottom screw (15).

5. Fully tighten the 30mm top nuts (without moving the control hexagon). The 0 "Zero" mark on the top nut should line up with the indicating line on the control hex. If not, loosen the top nut slightly and turn the stanchion, do not turn the slider or hex control in order to have the hex line indicate "Zero" when the top nut is fully tight (i.e., zero mark facing forward). After tightening down the top

nut ensure that the hex line still indicates "Zero" and that the adjustment is still at the clockwise limit stop.

6. Temporarily tighten the base pinch bolts. Remove the top nut/rod assemblies. Remove the handlebar clamps to increase working room. Insert the springs and replace the top nut/rod assemblies. Ensure that the rod (17) still engages the adjuster (4) properly (it may be necessary to obtain some assistance to compress the spring slightly, enough to feel the rod's flat side engage the adjuster) tighten the top nuts to fix the crown firmly in place. It may be helpful to extend the stanchions up through the crown temporarily for even more working room.

7. Remove from the vice and keeping the base triple clamp in a low position, install the steering bearings onto the stem (22) and into the motorcycle's steering head. Position the stem in the steering head. Install top bearing face and fit the stem lock nut (25) to hold the assembly in position. Adjust the steering bearing play by tightening the stem lock nut.

8. Loosen the base pinch bolts slightly, enough to let the stanchions slip slowly through. As the crown settles onto the top of the steering stem, guide it to the centre tapping it lightly with a hide or plastic mallet to ensure a firm seating. Install the stem cap nut (26) and pinch bolt.

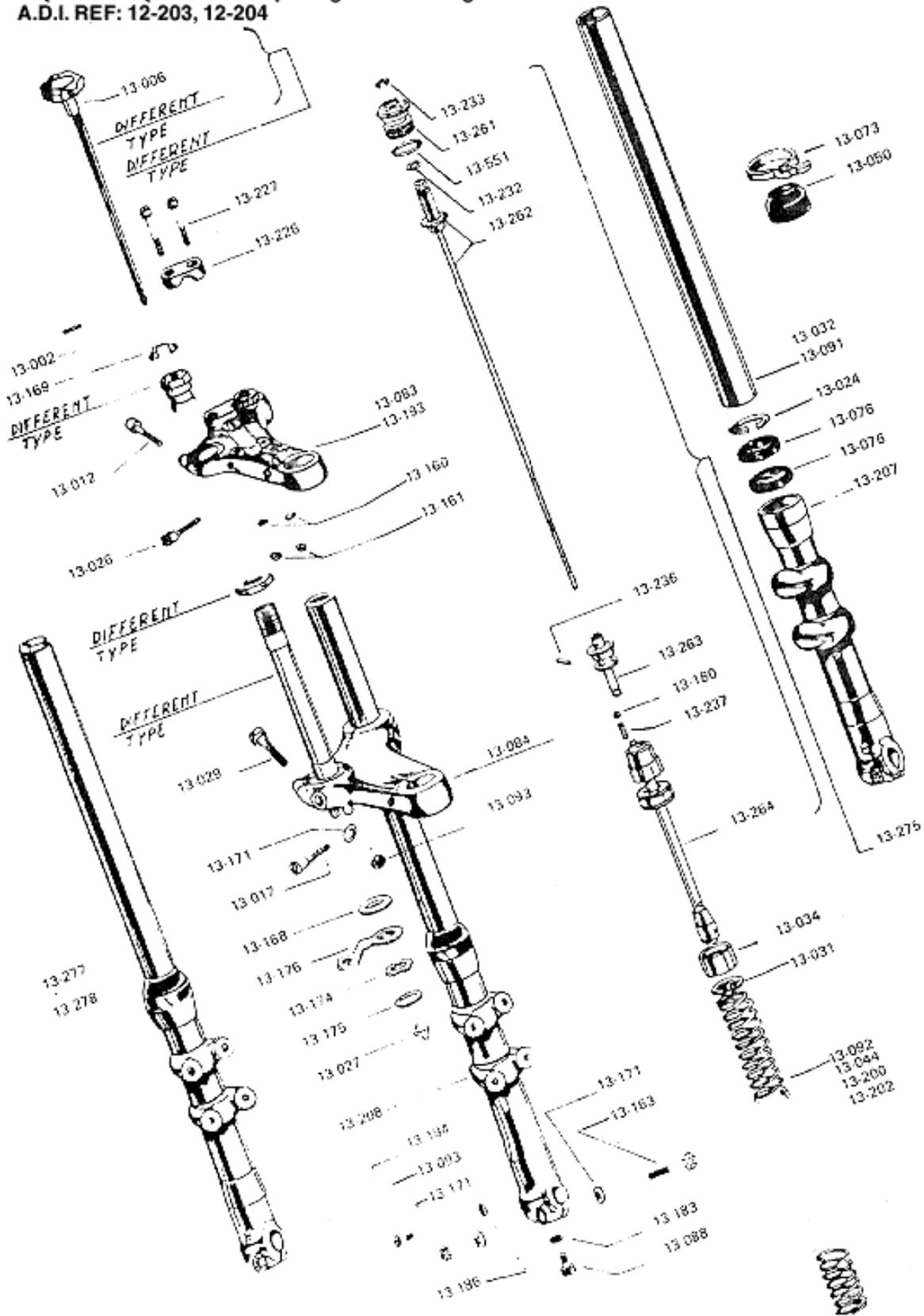
9. Assemble the steering friction-damper, if required, as per the exploded view on the drawing and secure the steady plate to a suitable point on the frame.

10. The numbers 0-1-2-3-4-5 placed on the top nut indicate the various possibilities for regulating the dampening of the head-race from "Zero" the minimum to 5 the maximum. Whenever it is necessary to replace any parts of the damping adjuster, it is recommended that the damping calibration be performed again.

11. Install the wheel, mudguard, etc. Note that Ceriani forks are wider than most standard units and therefore spacers may be required to centre your wheel. Special race worthy Ceriani axles are available should your old axle prove unsuitable. Early Triumph wheels may require the use of this axle plus an adapting kit - (Part No. TRA-1). Complete instructions for mounting Triumph wheels are included with the kit. A special axle for B.S.A. Victor motorcycles is available on special order. The use of "Loctite" products is advised in the installation of any fork to be used for competition work.

PARTS DRAWING

CERIANI MODELS (1.716/R) (29") & (1.207T/R) (27")
Adjustable Hydraulic Dampening Road Racing Forks
A.D.I. REF: 12-203, 12-204



PARTS LIST

CERIANI MODELS (1.716/R) (29") & (1.207T/R) (27")
Adjustable Hydraulic Dampening Road Racing Forks

13-002	COTTER PIN
13-006	DAMPER KNOB
13-012	PINCH BOLT
13-017	PINCH BOLT
13-024	CIRCLIP, SEAL RETAINING
13-026	BOLT
13-027	GUIDE NUT
13-029	PINCH BOLT
13-031	CIRCLIP
13-032	STANCHION, SHORT (FOR 1.207T/R)
13-034	VALVE BODY
13-044	SPRING, SHORT (FOR 1.207T/R)
13-050	DUST BOOT
13-073	CLAMP, DUST BOOT
13-076	OIL SEAL
13-083	CROWN, WITHOUT HANDLEBAR MOUNTS
13-084	BASE (LOWER TRIPLE CLAMP)
13-088	BOLT, DAMPER LEG
13-091	STANCHION, LONG (FOR 1.716/R)
13-092	SPRING 28 LBS., LONG (FOR 1.716/R)
13-093	NUT
13-160	LOCK WASHER
13-161	NUT, PINCH BOLT
13-163	PINCH BOLT
13-168	FRICITION DISC
13-169	RATCHET CLIP
13-171	PLAIN WASHER
13-174	TENSION DISC
13-175	WASHER SPECIAL
13-176	BRACKET PLATE
13-180	BALL
13-183	FIBER WASHER
13-184	DRAIN SCREW
13-186	FIBER WASHER FOR DRAINSREW
13-193	CROWN, HANDLEBAR TYPE
13-200	SPRING 35 LBS., LONG (FOR 1.716/R)
13-202	SPRING 42 LBS., LONG (FOR 1.716/R)
13-207	LOWER LEG, RIGHT (SLIDER)
13-208	LOWER LEG, LEFT (SLIDER)
13-226	CLAMP, HANDLEBAR

13-227	BOLT, H/B CLAMP
13-232	SEAL RING
13-233	SEEGER CIRCLIP
13-236	PIN
13-237	SPRING, BALL
13-261	TOP NUT, ONLY
13-262	ADJUSTER & SHAFT ASSEMBLY
13-263	CALIBRATOR FOR ADJUSTING MECHANISM
13-264	ADJUSTER ONLY
13-268	COMPLETE SEAL SET
13-275	ADJUSTER ASSEMBLY COMPLETE
13-277	RIGHT LEG, COMPLETE
13-278	LEFT LEG, COMPLETE (LONG)
13-279	BOLT SET, COMPLETE (LONG)
13-551	O RING

The suggested procedure for the initial installation and "Settling-In" of the fork/wheel combination is as follows:

- A. Make sure that tops of stanchion tubes are even, using ruler or straightedge.
- B. Slip the axle into place. It should go in easily and be able to be rotated freely. If not, check step "A" and align as necessary.
- C. Tighten crown pinch bolts (29).
- D. Pump forks up and down several times.
- E. Tighten base pinch bolt (2) (27).
- F. Install and tighten axle nut.
- G. Again pump fork several times.
- H. Tighten axle pinch-bolts.
- I. Attach brake strap (if required) brake cable, etc.

Ceriani forks are supplied complete with oil. This oil should only be used to run in the forks and should be changed after a maximum of three hours use. The forks should be refilled with suitable hydraulic (not motor) oil. The Ceriani factory has tested approved and therefor recommends "Lubri-Tech" racing fork oils for use in their forks.

The following are the recommended amounts and grades of oil: For 1.207/R (27") 175cc (6 oz.*) 5W each leg For 1.716/R (29") 200cc (6 $\frac{3}{4}$ oz.) 5W each leg For 1.595/R (Flattracker) 200cc (6 $\frac{3}{4}$ oz.) 5W each leg *Amounts in ounces are approximate, measure in cc whenever possible It is advisable that this change of oil be made before the forks are used in competition and after every third event thereafter. If there are any signs of oil leakage on the wrappings of new fork legs or spillage during assembly, they should be drained and refilled to the above specification to ensure equal filling of both legs.

Oil seals and dust boots should be replaced at least once per season to maintain the high performance dampening characteristics of your Cerianis. Care should be exercised to prevent the installation of accessories - mudguards, mudguard braces, etc. from exerting any pressure onto the fork legs. Such pressure will interfere with the proper functioning of the fork and will contribute to its rapid wear. (After service or repair, refer to Assembly Drawing)

SUB-COMPONENT RE-ASSEMBLY

**CERIANI MODELS (1.716/R) (29") & (1.207T/R) (27")
Adjustable Hydraulic Dampening Road Racing Forks**

COMPONENT (A): Damper & Adjuster Assembly Assemble the damper (1), spring (2), ball (3) and adjuster and secure together with dowel (5).

COMPONENT (B): Stanchion & Adjuster Assembly Insert component (A), valve (6) into the bottom of stanchion (7) and secure with circlip (8).

COMPONENT (C): Lower Leg (Slider) Assembly Install oil seals (10), two per leg, in slider casting (9) and secure with circlip (11). Position boot/dust-wiper (12) on casting top and secure with clamp (13).

COMPONENT (D): Top Nut/Rod Assembly Assemble the top nut (20), seal (19), inserting grommet (18), control rod (17) and secure all the parts with Circlips (21).