

Comment [11]: The standard oil weight is 5wt. Oil level is 6". Minimum Pressure is 16 PSI.

Simons Specifications for typical Forks:

Determining Fork Travel Before Complete Disassembling:

1. With wheel removed, remove air cap and main spring from one fork.
2. Compress fully and mark tube above lower leg with a marker or piece of tape.
3. Fully extend the fork and measure the difference. If wheel is attached, you will need to remove cap and spring from both forks. Forks will be difficult to move this way.

Determining Fork Travel by Length of Damper Rod:

1. Measure overall length of Damper Rod
2. Subtract 2.355" or 59.82 mm from OAL;
this is your travel without negative springs.
3. With negative springs, subtract 1.94" (49.27mm) for OEM, or 1.2" (30.48mm) for ESP replacement.

Fork Spring Rate= 6.1 lb .11 kg/mm
length= 26" 650 mm
OD= 1-3/16" 30 mm
ID= 7/8" 22 mm
Coils= 68

Rebound Rate (aka top out or negative) = 3 lb
length= 7"
OEM compressed length= 1.94"
ESP replacement compressed length= 1.2"

Rebound Washer= OD= 1-3/16" beveled, between spring and bottom of

tube, outer edge raised ID= 13/16" W= 3/32"

Setup Tips:

If the forks sag to much, add spacers on top of the fork springs in 1/2" increments. I use steel axle collars from the local ACE hardware store that are 1-1/8" in diameter. Do not fix sag by adding more air, that will change the tuning of your forks.

Forks bottom to harshly, add oil in 1/2" increments.

Air Pressure--the recommended starting point is 16 psi, the seals used in the flexible seal/wiper combination are pneumatic, they are designed to handle high pressure, the design rating is 5,000 psi.

My setup on the 78 CR250R: Weight 125 with gear, std. oil level, RaceTech Emulators, 18 psi.

Simons UDX60

Primary Spring: length=29-13/16" or 757mm, coil dia=0.188" or 4.8mm, coils=60.

Oil=2-1/2wt, quantity=app. 750cc.

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