Owner's manual

A719C122Y402220

Item no.: 53000370en

WP SUSPENSION

Dear WP customer,

Congratulations on your decision to purchase a WP chassis component. You are now the owner of a state-of-the-art sports chassis that you will continue to enjoy for a long time if you maintain it properly.

We hope you enjoy your bike and have a safe journey at all times!

The Owner's Manual contained the latest information for this model series at the time of going to print. However, minor differences due to further developments in design cannot be ruled out completely.
All specifications are non-binding. WP Suspension GmbH specifically reserves the right to modify or delete technical specifications, prices, colors, forms, materials, services, designs, equipment, etc., without prior notice and without providing reasons, to adapt these to local conditions, as well as to stop the production of a particular model without prior notice. WP accepts no liability for delivery options, deviations from figures and descriptions, misprints, and other errors. The models portrayed partly contain special equipment that does not belong to the regular scope of supply.

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This document is valid for:

APEX PRO KTM 1290/1390 Super Duke R (A719C122Y402220)

53000370en

14/07/2026

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1.1 Conventions

1.1.1 Icons

✓ Indicates a desired result (e.g. of a work step or a function).

✗ Indicates an undesired result (e.g. of a work step or a function).

All work marked with this symbol requires specialist knowledge and technical understanding. In the interest of your own safety, have these jobs performed by a WP Authorized Center! There your WP chassis will be treated with the optimum care and attention by specially trained experts using the necessary special tools.

Indicates a page reference.

Indicates information with more details.

Indicates a tip, e.g. to simplify work.

» Indicates the result from a test step.

◀ Indicates the end of an activity, including any rework.

1.1.2 Formatting

Proprietary name	Indicates a proprietary name.
Name ®	Indicates a protected name.
Brand ™	Indicates a brand available on the open market.
Underlined terms	Refer to technical details of the vehicle or indicate technical terms that are explained in the glossary.

1.1.3 Abbreviations

2-pc.	two-part
Part no.	Part number
or	respectively
approx.	circa
etc.	et cetera
poss.	possibly/possible
if necessary	if necessary
cmpl.	complete
min.	at least
no.	number
no fig.	no figure
s.	see
among others	among others/not limited to
and the like	and the like
etc.	et cetera
cf.	compare
e.g.	for example

2.1 Safety instructions

Function of the safety instruction

Safety instruction brings attention to dangers when handling the product. Hazards are classified, named, described, and supplemented with information on how to avoid them.

- If there is a safety instruction before a list of instructions, the danger exists throughout the entire activity.
- If there is a safety instruction immediately before an instruction, the next step presents a danger.

Safety instruction layout

All safety instructions are identified by a signal word and a warning symbol. The combination of signal word and warning symbol determines the degree of danger.

DANGER
Indicates an imminent danger that leads to serious injury or death.

WARNING
Indicates a potentially imminent danger that could lead to serious injury or death.

CAUTION
Indicates a potentially imminent danger that can lead to minor or slight injuries.

NOTE
Indicates a situation that can lead to damage to the product or the product environment.

NOTE
Indicates a situation that can lead to environmental damage.

2.2 Safe use

DANGER
Danger of accidents A rider who is not fit to ride poses a danger to themself and to others.
– Do not operate the vehicle if you are not fit to ride due to alcohol, drugs, or medication.
– Do not operate the vehicle if you are physically or mentally incapable of doing so.

Only use the chassis component when it is in perfect technical condition, in accordance with its intended use, and in a safe and environmentally compatible manner.
If there are faults, which impair safety, have them immediately remedied in a WP Authorized Center.
Adhere to the information and warning labels on the chassis component.

2.3 Work rules

Special tools are required for some work. The tools are not a component of the chassis component, but can be ordered using the number in parentheses.
Unless otherwise noted, normal conditions apply to all tasks and descriptions.

Ambient temperature	20 °C (68.0 °F)
Ambient air pressure	1,013 mbar (14.69 psi)
Relative air humidity	60 ±5 %

During assembly, use new parts to replace parts which cannot be reused (e.g. self-locking screws and nuts, seals, sealing rings, O-rings, and lock washers).

In the case of certain screws, a thread locker (e.g. **Loctite®**) is required. Observe the manufacturer's specific instructions for use.

If thread lock (e.g. **Precote®**) has already been applied to a new part, do not apply any additional thread lock.

After disassembly, clean the parts that are to be reused and check them for damage and wear. Replace damaged or worn parts.

After completing a repair or service work, check the operating safety of the chassis component.

2.4 Environment

If you use your chassis component responsibly, you can ensure that problems and conflicts do not occur.

When disposing of used oil, other operating and auxiliary fluids, and used components, comply with the laws and regulations of the respective country.

2.5 Owner's manual

It is important that you read this owner's manual carefully and completely before making your first trip. The owner's manual contains useful information and many tips on how to operate, handle, and service your vehicle. This is the only way for you to find out how to set up the chassis component ideally and how to protect yourself from injury.

Keep the Owner's Manual in an accessible place to enable you to refer to it as needed.

If you would like to know more about the chassis component or have questions on the material you read, please contact a WP Authorized Center.

The Owner's Manual is an important part of the chassis component and must be handed over to the new owner if the vehicle is sold.

2.6 Correct installation

Correct installation analogously to original components and in accordance with the instructions of the vehicle manufacturer is essential for ensuring maximum safety and functionality.

It is therefore strongly recommended that you have the chassis component installed at a WP Authorized Center.

2.7 Chassis tightening torques

Unless otherwise stated, the tightening torques specified in the operating and repair manual apply for the vehicle.

2.8 Use definition – intended use

This chassis component is designed and built to withstand the normal stresses and strains of regular racing.

Note

Only use this chassis component in the vehicle for which the chassis component is approved and/or recommended.

2.9 Improper use

The chassis component must only be used as intended.

Improper use can result in danger to people, property and the environment.

Any use of the chassis component beyond the intended and defined use constitutes misuse.

Misuse also includes the use of operating and auxiliary fluids which do not meet the required specification for the respective use.

3 Important notes

3.1 Manufacturer's warranty, implied warranty

The work prescribed in the service schedule must be carried out in a WP Authorized Center only, since otherwise no warranty claims will be recognized. Damage or secondary damage caused by tampering with and/or conversions on the chassis component are not covered by the manufacturer warranty.

3.2 Auxiliary material, operating material

Use operating and auxiliary substances (such as fuel and lubricants) as specified in the Owner's Manual.

3.3 Spare parts, accessories

For your safety, only use spare parts and accessory products that are approved and/or recommended by WP and have them installed in a WP Authorized Center. WP accepts no liability for other products and any resulting damage or loss.

Certain spare parts and accessory products are specified in parentheses in the descriptions. Your WP Authorized Center will be pleased to advise you.

3.4 Service

A prerequisite for perfect operation and prevention of premature wear is that the service, care, and tuning work is properly carried out as described in the Owner's Manual. An incorrect suspension setting can lead to damage and breakage of chassis components.

Use of the chassis component under difficult conditions, such as on a wet circuit, can lead to considerably more rapid wear. For this reason, it may be necessary to inspect or replace parts before the next scheduled service interval.

It is imperative that you adhere to the stipulated service intervals. If you observe these exactly, you will ensure a much longer service life for your chassis component.

3.5 Figures

Some figures in the manual contain optional extras.

For clarity, some components may be shown disassembled or may not be shown at all. It is not always necessary to disassemble the component to perform the activity in question. Please follow the instructions in the text.

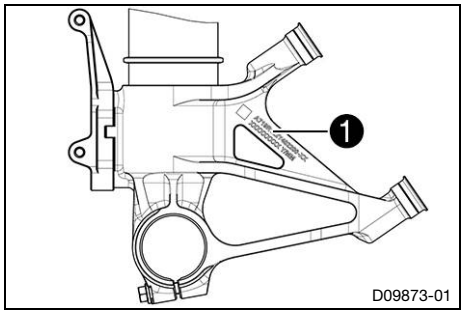
3.6 Customer service

If you have any questions about your chassis component or WP, your WP Authorized Center will be pleased to advise you.

A list of WP Authorized Centers can be found on the WP website.

International WP Suspension website: https://www.wp-suspension.com

4.1 Fork part number



Fork part number ❶ is located on the axle clamp.

5 Preparing for use

5.1 Notes on preparing for first use

WARNING

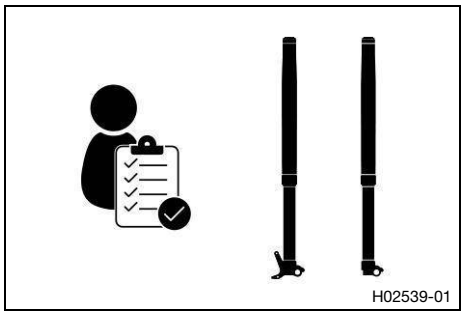
Danger of accidents Modifications to the suspension settings that are not properly coordinated can impair the handling and overload components.

– Only make adjustments within the recommended range.
– Ride slowly to start with after making adjustments to get the feel of the new handling characteristics.

– Adjust the compression damping of the fork. (p. 20)
– Adjust the rebound damping of the fork. (p. 21)
– Adjust the spring preload of the fork. (p. 22)

6.1 checks and maintenance measures when preparing for use

Note
Before every use, check the condition of the chassis component and ensure that it is safe to operate.
The chassis must be in perfect technical condition when it is being operated.



- Check chassis component for damage.
- Clean the dust boots of the fork legs. (p. 18)
- Bleed the fork legs. (p. 17)
- Check all the screw connections to ensure that they are tight.

7.1 Service schedule

Any further work that results from the compulsory work or from the recommended work must be ordered separately and invoiced separately.
Different service intervals may apply in your country, depending on the local operating conditions.

	every 20,000 km (12,427.4 mi)	
	after 5,000 km (3,106.9 mi)	
Carry out fork service.		•
Carry out fork service.	○	

○ One-time interval
• Periodic interval

8.1 Raising the motorcycle with work stand

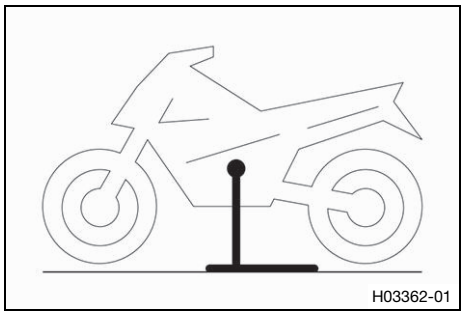
NOTE

Material damage The vehicle may be damaged if parked incorrectly.

Damage can occur if the vehicle rolls away or falls over.

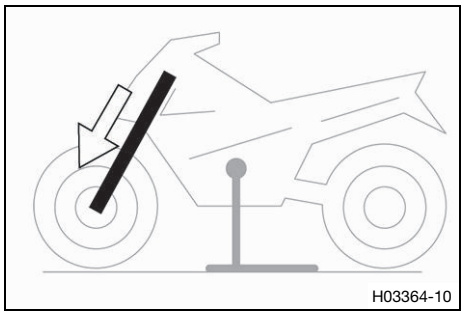
The components for parking the vehicle are designed only for the weight of the vehicle.

– Park the vehicle on a firm and level surface.
– Make sure that nobody sits on the vehicle when it is parked on a stand.



– Lift up the motorcycle according to the repair manual.
  ✓ Neither wheel is in contact with the ground.
– Secure the motorcycle against falling over.

8.2 Removing the standard fork legs



– Remove the standard fork legs according to the repair manual.

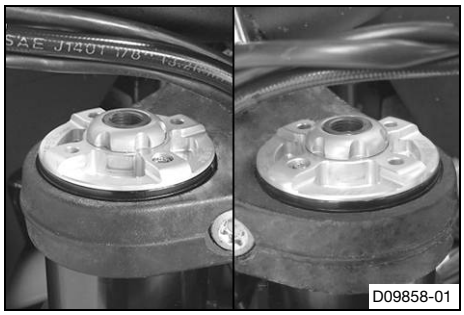
8.3 Installing the WP PRO COMPONENTS fork legs

Note

The installation process may vary slightly depending on the model year. On models from 2024 onward, the turn signal brackets have been eliminated, and the side fairing is removed and installed slightly differently. In this case, you can refer to the corresponding repair manual.

Preparatory work

– Raise motorcycle with work stand. (p. 13)



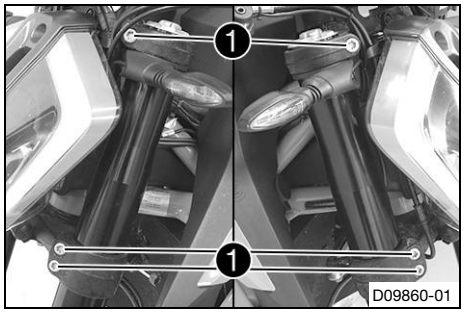
Main work

– Position the fork legs in the triple clamps.
  ✓ Adjusting screw **COMP** is located at the upper end of the left fork leg.
  ✓ Adjusting screw **REB** is located at the upper end of the right fork leg.
– Align the fork leg in the desired position by means of the fork rings.

Upper triple clamp flush with first ring of fork legs (standard)	2.5 mm (0.098 in)

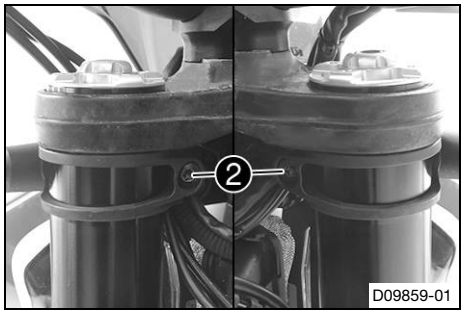
Note

The basic setting provides the best vehicle handling. When the fork is compressed, the basic chassis setting changes, causing the vehicle to become more stable but also more difficult to handle.



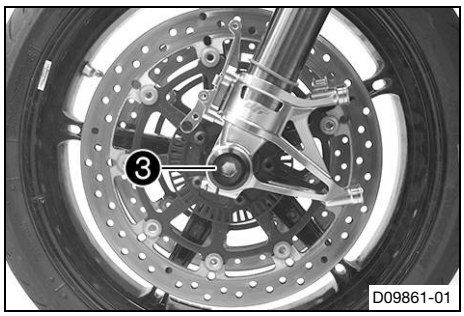
– Tighten screws ❶.

Screw, top triple clamp	
M8	18 Nm (13.3 ft·lb$_f$)
Screw, bottom triple clamp	
M8	15 Nm (11.1 ft·lb$_f$)



– Position turn signal bracket (if present) and tighten screws ❷.

Screw, front turn signal bracket	
M5	2 Nm (1.5 ft·lb$_f$)



WARNING

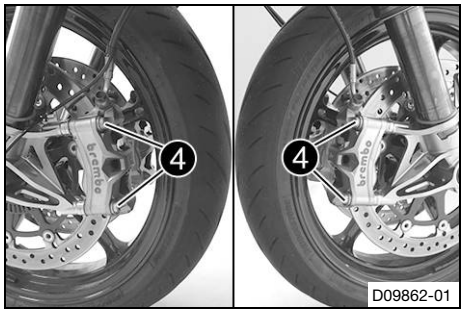
Danger of accidents Oil, grease or wax on the brake discs reduces the brake action.

– Always keep the brake discs free of oil, fat and wax.
– Clean the brake discs with brake cleaner when necessary.

– Clean screw ❸ and the wheel spindle.

– Jack up the front wheel into the fork, position it, and insert the wheel spindle.
– Mount and tighten screw ❸.

Screw, wheel spindle, front	
M25×1.5	45 Nm (33.2 ft·lb$_f$) Long-life grease



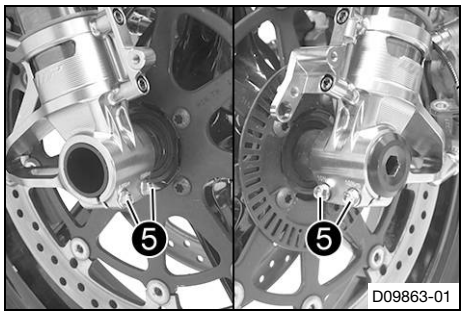
– Position brake calipers and check that the brake linings are seated correctly.
– Mount screws ❹ on both brake calipers, but do not tighten yet.

Screw, front brake caliper	
M10	45 Nm (33.2 ft·lb$_f$) **Loctite® 243**

– Operate the hand brake lever repeatedly until the brake pads are in contact with the brake disc and a pressure point is reached. Secure the hand brake lever in the activated position.
  ✓ The brake calipers straighten.
– Tighten screws ❹ on both brake calipers.

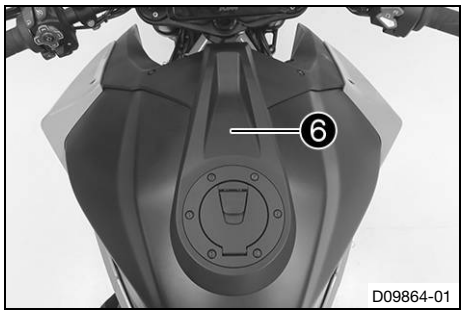
Screw, front brake caliper	
M10	45 Nm (33.2 ft·lb$_f$) **Loctite® 243**

– Remove the locking piece of the hand brake lever.
– Remove the load from the rear of the vehicle.

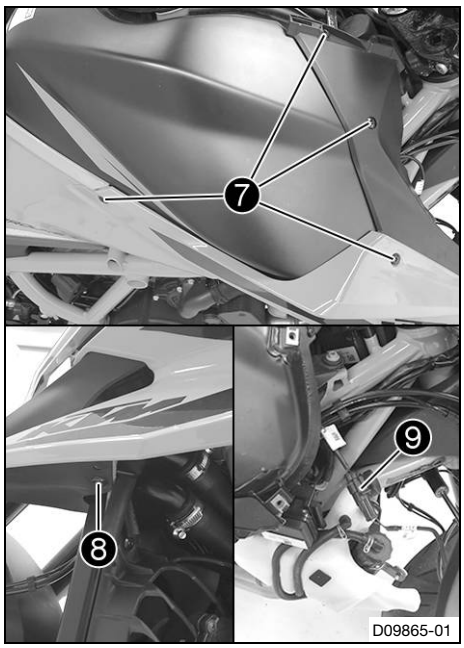


– Operate the front brake and compress the fork a few times firmly.
  ✓ The fork legs straighten.
– Tighten screws ❺.

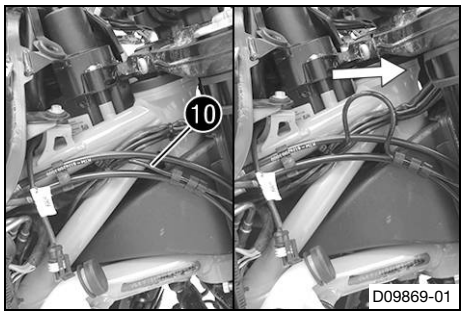
Screw, fork shoe	
M8	15 Nm (11.1 ft·lb$_f$)



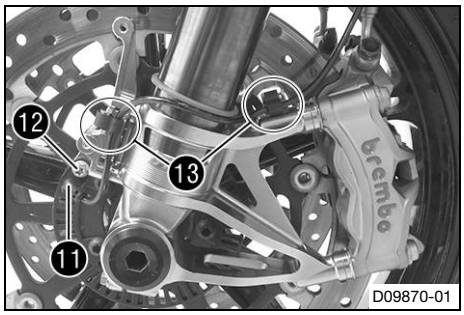
– Raise tank fairing ❻ at the front and take it off in an upward direction.



– Remove screws ❼ and ❽.
– Disconnect plug-in connector ❾.



– Carefully pull wheel speed sensor cable ❿ forward so that the wheel speed sensor can be positioned in the fork shoe.



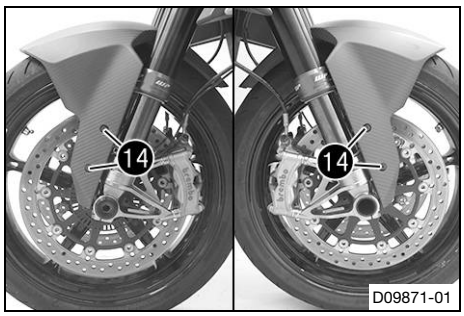
– Position wheel speed sensor ⓫.

The wheel speed sensor must be positioned with the fork fully extended; otherwise, the sensor cable may be damaged when the fork extends.

– Mount and tighten screw ⓬.

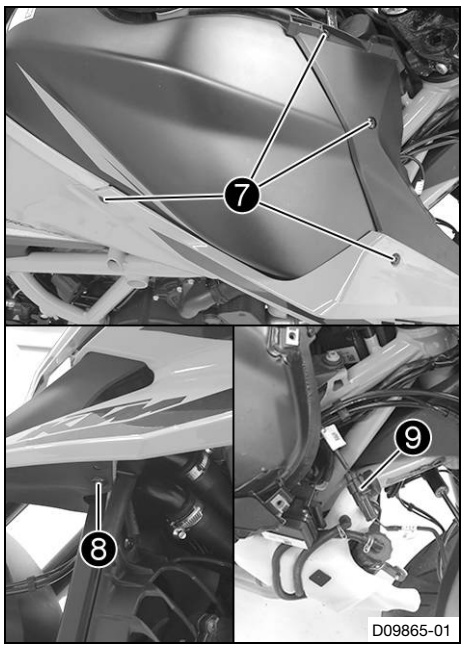
Screw, front wheel speed sensor	
M6	4 Nm (3.0 ft·lb$_f$)

– Secure the cable with clips ⓭.
– Check the wheel speed sensor distance.



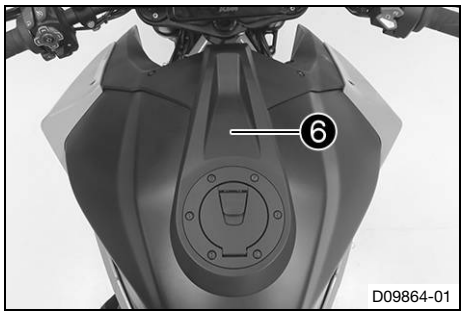
– Position fender and mount and tighten screws ⓮.

Screw, trim	
M5	3.5 Nm (2.58 ft·lb$_f$)



– Join plug-in connector ❾.
– Mount and tighten screws ❼ and ❽.

Screw, fuel tank spoiler	
M5	3.5 Nm (2.58 ft·lb$_f$)



– Mount tank fairing ❻.

Reworking

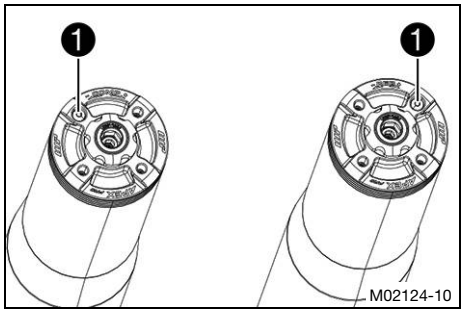
– Remove the motorcycle from the work stand. (p. 18)

8.4 Bleeding the fork legs

Preparatory work

– Raise motorcycle with work stand. (p. 13)

Main work



– Loosen bleeder screw ❶.
  ✓ Any excess pressure escapes from the inside of the fork.
– Tighten the bleeder screw.

Reworking

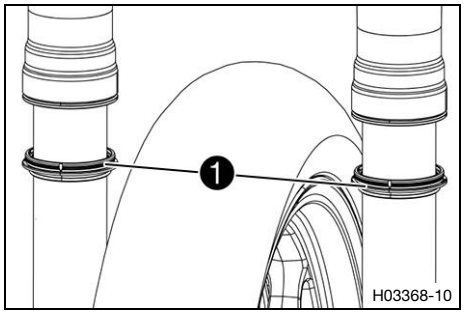
– Remove the motorcycle from the work stand. (p. 18)

8.5 Cleaning the dust boots of the fork legs

Preparatory work

– Raise motorcycle with work stand. (p. 13)
– Remove the fender.

Main work



– Push dust boots 1 of both fork legs downward.

Note

The dust boots should remove dust and coarse dirt particles from the inner fork tubes. Over time, dirt can accumulate behind the dust boots. If this dirt is not removed, the oil seals behind can start to leak.

WARNING

Danger of accidents Oil, grease or wax on the brake discs reduces the brake action.

– Always keep the brake discs free of oil, fat and wax.
– Clean the brake discs with brake cleaner when necessary.

– Clean and grease the dust boots and the inner fork tube of both fork legs.

Special grease (00062010053)

– Press the dust boots back into their installation position.
– Remove excess grease.

Reworking

– Install the fender.
– Remove the motorcycle from the work stand. (p. 18)

8.6 Removing the motorcycle from the work stand

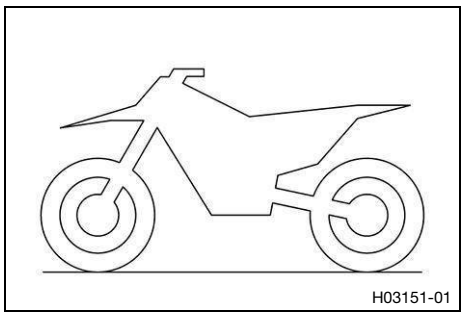
NOTE

Material damage The vehicle may be damaged if parked incorrectly.

Damage can occur if the vehicle rolls away or falls over.

The components for parking the vehicle are designed only for the weight of the vehicle.

– Park the vehicle on a firm and level surface.
– Make sure that nobody sits on the vehicle when it is parked on a stand.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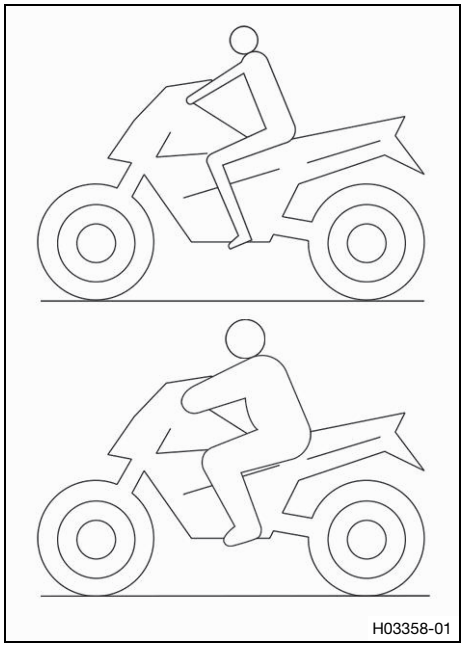
– Remove the motorcycle from the work stand according to the repair manual.
– Remove the work stand.

◀

9.1 Checking the basic chassis setting with the rider's weight



- For optimal motorcycle riding characteristics and to avoid damage to forks, shock absorbers, swingarm, and frame, the basic settings of the suspension components must match the rider's weight.
- This chassis component is factory set to a standard rider's weight.

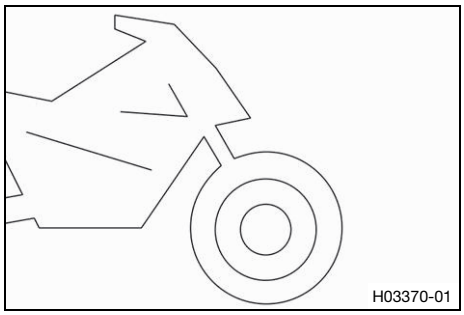
Standard rider's weight	75 kg … 85 kg (165.3 lb … 187.4 lb)

- If the rider's weight is above or below this range, the basic setting of the suspension components must be adjusted accordingly.
- Minor differences in the rider's weight can be compensated for by modifying the spring preload.
- In case of larger differences, appropriate springs must be fitted.

Note
Suitable springs are available from a WP Authorized Center.

9.2 Checking the basic setting of the fork

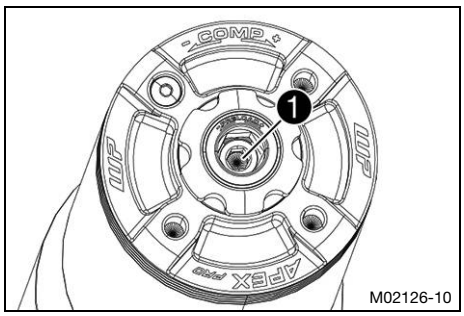
Note
For various reasons, no exact riding sag can be determined for the fork.



- As with the shock absorber, smaller differences in the rider's weight can be compensated by the spring preload.
- However, if the fork frequently bottoms out (hard end stop on compression), harder springs must be fitted to avoid damage to the fork and frame.
- If the fork feels unusually hard after extended periods of operation, the fork legs need to be bled.

9.3 Adjusting the compression damping of the fork

Note
The hydraulic compression damping determines the fork suspension behavior.



– Turn inner hexagonal adjusting screw 1 clockwise up to the last perceptible click.

Note
Adjusting screw **COMP** 1 is located at the upper end of the left fork leg.
The adjustment tool is included.

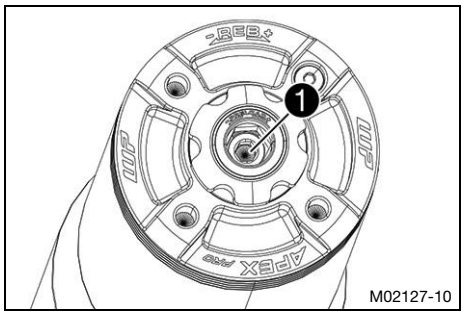
– Turn inner hexagonal adjusting screw 1 counterclockwise.

Compression damping	
Rain	21 clicks
Standard	15 clicks
Pro rider	12 clicks

Note
Turn clockwise to increase damping; turn counter-clockwise to reduce damping during compression.

9.4 Adjusting the rebound damping of the fork

Note
The hydraulic rebound damping determines the fork suspension behavior.



– Turn inner hexagonal adjusting screw 1 clockwise up to the last perceptible click.

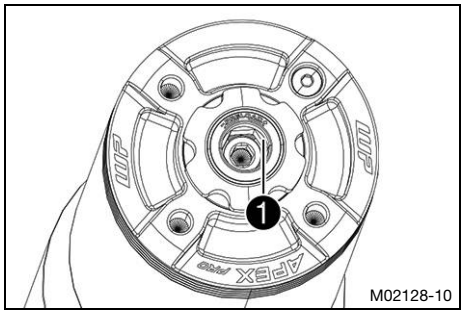
Note
Adjusting screws **REB** 1 are located at the upper end of the right fork leg.
The adjustment tool is included.

– Turn inner hexagonal adjusting screw 1 counterclockwise.

Rebound damping	
Rain	18 clicks
Standard	12 clicks
Pro rider	9 clicks

Note
Turn clockwise to increase the damping; turn counterclockwise to reduce damping when the shock absorber rebounds.

9.5 Adjusting the spring preload of the fork



Preparatory work

– Raise motorcycle with work stand. (p. 13)

Main work

– Turn outer hexagonal adjusting screws ❶ counterclockwise all the way.

Make the same adjustment on both fork legs.

– Turn outer hexagonal adjusting screw ❶ clockwise.

Spring preload – preload adjuster	
Rain	1 turn (360°)
Standard	2 turns (720°)
Pro rider	4 turns (1,440°)

✓ The **Preload Adjuster** engage noticeably.

Note

Turn clockwise to increase the spring preload; turn counterclockwise to reduce the spring preload.

Adjusting the spring preload has no influence on the suspension setting of the rebound.

Basically, however, you should set the rebound damping higher with a higher spring preload.

The adjustment tool and the adapter is included.

Reworking

– Remove the motorcycle from the work stand. (p. 18)

10.1 Fork

10.1.1 Technical specifications of cartridge

Fork part number	A719C122Y402200

Cartridge	**APEX PRO**
Compression damping	
Rain	21 clicks
Standard	15 clicks
Pro rider	12 clicks
Rebound damping	
Rain	18 clicks
Standard	12 clicks
Pro rider	9 clicks
Spring preload – preload adjuster	
Rain	1 turn (360°)
Standard	2 turns (720°)
Pro rider	4 turns (1,440°)
Spring length with preload spacer(s)	280 mm (11.02 in)
Spring rate	
Weight of rider: 65 kg … 75 kg (143.3 lb … 165.3 lb)	9.0 N/mm (51.39 lb_f/in)
Weight of rider: 75 kg … 85 kg (165.3 lb … 187.4 lb)	9.5 N/mm (54.25 lb_f/in)
Weight of rider: 85 kg … 95 kg (187.4 lb … 209.4 lb)	10.0 N/mm (57.10 lb_f/in)
Weight of rider: 95 kg … 105 kg (209.4 lb … 231.5 lb)	10.5 N/mm (59.96 lb_f/in)

Fork oil per fork leg	
Fork oil (48601166S1) (SAE 4)	505 ml (17.08 fl. oz_{US})

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