



// Introduction:

Congratulations on your purchase of the WP Competition Cartridge to upgrade your serial production front fork. This premium component will enhance the performance and handling of your motorcycle. Due to the nature of the system, the correct setup is very important. If you have any questions about your competition cartridge, please contact your WP Authorized Center for assistance.

To find standard adjustments for further bike brands and model years or “How To Videos”, please register at the WP-Website and go to the menu item “Service”.

International WP-Website: <http://www.wp-group.com>

// General notice:

Please note the following points when working with WP suspension products as described in the Owner's Manual.

Regular maintenance of your WP suspension products will require WP-specific tools in order to avoid causing damage to the components. These tools are available at your authorized WP Supplier.

- Always use aluminum protector-plates when clamping WP products or parts in the vice.
- Always replace damaged or worn out parts prior to use.
- Clean all parts before assembling.
- Always use clean and professional tools.
- Always check your fork before riding.
- Check fork for irregularities before each use.
- Consult your WP Authorized Center for service or in case of any doubt.

- ! Warning: CARTRIDGE PRESSURIZED!
- Improper use can lead to serious injuries.



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OWNER'S MANUAL

Competition Cartridge



MANUAL PART No. 53000127



// INFORMATION: The Competition Cartridge should only be installed by an WP Authorized Center.

// INFORMATION: Adjust the setting only in small steps and take notes of your setting. Use the same amount of oil as in the serial fork.

// Adjusting the Preload:

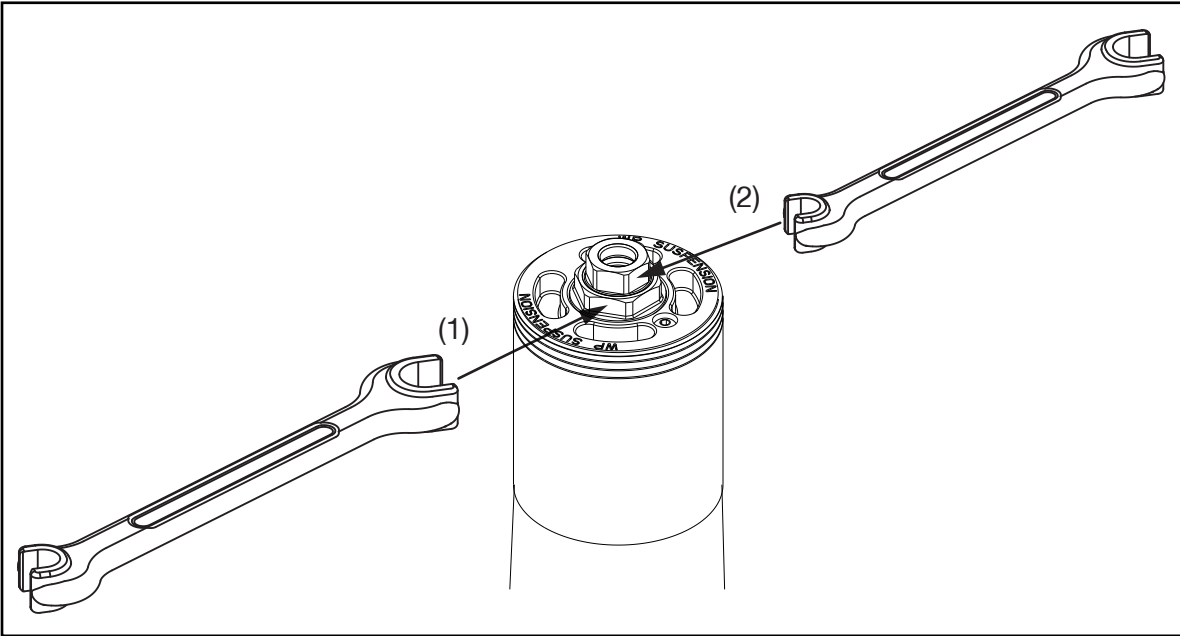
Loosen the nut with a spanner (1). Turn the adjuster nut with a spanner (2) gently counter clockwise as far as possible to reset the preload. Look on the sheet “Standard Adjustments Competition Cartridge” for the setting of your specific model and add the given amount of preload. **To find standard adjustments for further bike brands and model years, please register at the WP-Website: <http://www.wp-group.com>**

1 turn = 1mm preload

Turning it clockwise will add preload and turning it counter clockwise will decrease the preload.

// After adjusting the preload, tighten the counter nut with a spanner (1).

// Adjust both legs with the same amount of preload.

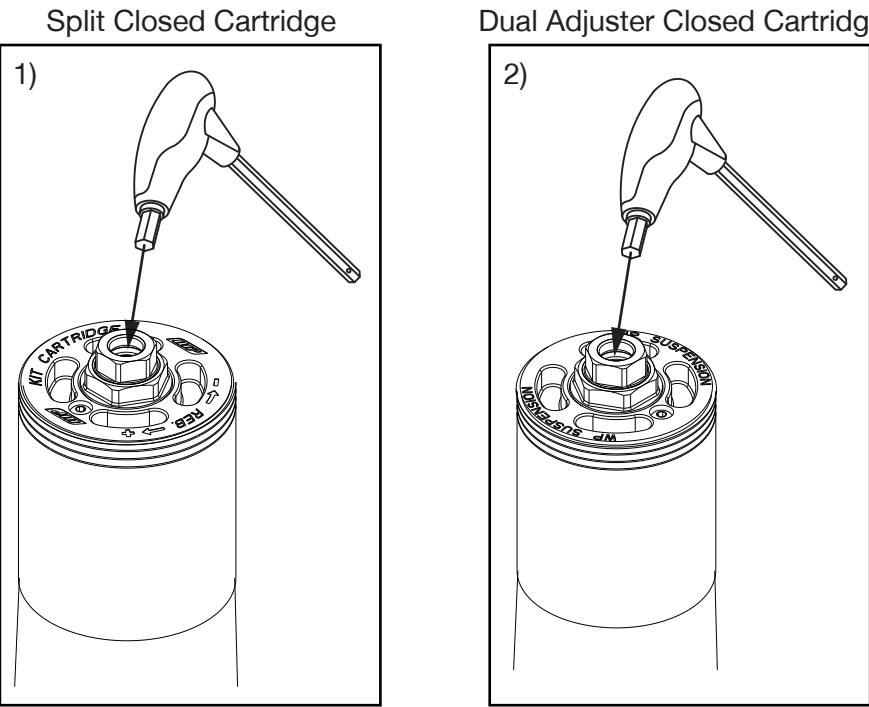


// Adjusting the Rebound:

- 1) The first type is the split closed cartridge. You can find the rebound adjustment screw in the center on top of the right leg.
- 2) The second type is the dual adjuster closed cartridge system. You can find the rebound adjustment screw in the center on top of both legs. Use the same quantity of clicks on both rebound adjusters.

Turn the rebound adjuster screw gently clockwise to close it, then look on the sheet “Standard Adjustments Competition Cartridge” for the setting of your specific model and open the adjuster with the given amount of clicks. **To find standard adjustments for further bike brands and model years, please register at the WP-Website: <http://www.wp-group.com>**

Use a screwdriver to adjust the rebound damping, turn it clockwise to add damping or turn it counter clockwise to decrease damping.



// Adjusting the Compression:

There are two different types of Competition Cartridges:

- 1) The first type is a split closed cartridge. You can find the compression adjustment screw in the center on top of the left leg.
- 2) The second type is a dual adjuster closed cartridge system. You can find the compression adjustment screw at both axle clamps. Use the same quantity of clicks on both compression adjusters.

Turn the compression adjuster screw gently clockwise to close it, then look on the sheet “Standard Adjustments Competition Cartridge” for the setting of your specific model and open the adjuster with the given amount of clicks or turns. **To find standard adjustments for further bike brands and model years, please register at the WP-Website: <http://www.wp-group.com>**

Use a screwdriver to adjust the compression damping, turn it clockwise to add damping or turn it counter clockwise to decrease damping.

