

OWNER'S MANUAL

XACT PRO 7448

Art. no. 53000180en



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 wish you good and safe riding 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 contained herein 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 the following models:

XACT PRO 7448 (34.18.2T.07)



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1.1 Symbols used

The meaning of specific symbols is described below.



Indicates an expected reaction (e.g. of a work step or a function).



Indicates an unexpected reaction (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 (more information is provided on the specified page).



Indicates information with more details or tips.



Indicates the result of a testing step.



Indicates the end of an activity, including potential rework.

1.2 Formats used

The typographical formats used in this document are explained below.

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 or indicate technical terms, which are explained in the glossary.

2 SAFETY ADVICE

2.1 Use definition – intended use

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



Info

Only use this chassis component in closed-off areas remote from public road traffic.
Only use this chassis component in the vehicle for which the chassis component is approved and/or recommended.

2.2 Misuse

The chassis component must only be used as intended.

Dangers can arise for people, property and the environment through use not as intended.

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.

2.3 Safety advice

A number of safety instructions need to be followed to operate the product described safely. Therefore read this instruction and all further instructions included carefully. The safety instructions are highlighted in the text and are referred to at the relevant passages.



Info

Various information and warning labels are attached in prominent locations on the product described.
Do not remove any information or warning labels. If they are missing, you or others may not recognize dangers and may therefore be injured.

2.4 Degrees of risk and symbols



Danger

Identifies a danger that will immediately and invariably lead to fatal or serious permanent injury if the appropriate measures are not taken.



Warning

Identifies a danger that is likely to lead to fatal or serious injury if the appropriate measures are not taken.

Note

Identifies a danger that will lead to considerable machine and material damage if the appropriate measures are not taken.

2.5 Safe operation



Danger

Danger of accidents A rider who is not fit to ride poses a danger to him or herself and others.

- Do not operate the vehicle and use chassis components if you are not fit to ride due to alcohol, drugs or medication.
- Do not operate the vehicle and use chassis components if you are physically or mentally impaired.

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.

2.6 Work rules

Special tools are necessary for certain tasks. The tools are not a component of the chassis component, but can be ordered using the number in parentheses.

During assembly, use new parts to replace parts which cannot be reused (e.g., seals, seal rings, O-rings). In the case of certain screws, a thread locker (e.g. **Loctite**[®]) is required. Observe the manufacturer's instructions.

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

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

2.7 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.

2.8 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 motorcycle. 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.

2.9 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.

2.10 Chassis tightening torques

Unless otherwise stated, the tightening torques that apply are those in the vehicle manufacturer's instructions.

3 IMPORTANT NOTES

3.1 Manufacturer and 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 warranty.

3.2 Fuel, auxiliary substances

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. Incorrect adjustment and tuning of the chassis and suspension can lead to damage and breakage of components.

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

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

The figures contained in the manual may depict special equipment.

In the interest of 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.

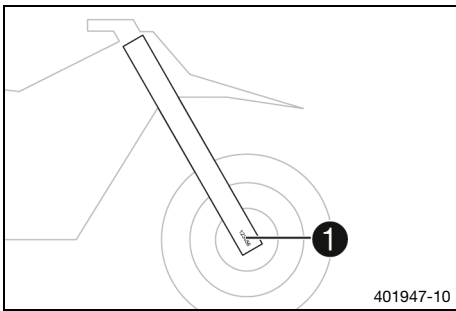
3.6 Customer service

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: <http://www.wp-suspension.com>

4.1 Fork article number



The fork article number ① is stamped on the inside of the axle clamp.

i **Info**

The fork article number consists of an eight figure number with a single letter in the sixth position.

5.1 Advice on preparing for first use



Warning

Danger of accident Modifications to the suspension setting may seriously alter the handling characteristic.

Extreme modifications to the suspension setting may cause a serious deterioration in the handling characteristic and overload components.

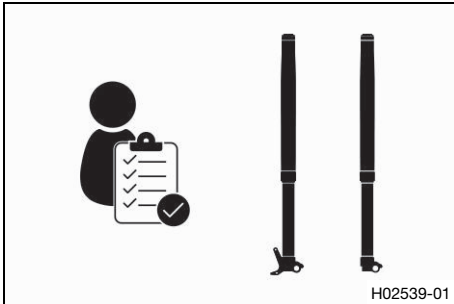
- Only make adjustments within the recommended range.
 - Ride slowly to start with after making adjustments to get the feel of the new handling characteristic.
-
- Adjust the compression damping of the fork. (📖 p. 14)
 - Adjust the rebound damping of the fork. (📖 p. 15)
 - Set the fork air pressure of the positive chamber. (📖 p. 15)
 - Set the fork air pressure of the negative chamber. (📖 p. 18)
 - Set the fork air pressure of the positive chamber. (📖 p. 15)
 - Measure the visible inner tube length of the fork. (📖 p. 20)

6.1 Checks and maintenance measures when preparing for use



Info

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. 12)
- Bleed the fork legs. (📖 p. 12)
- Check all screw connections to ensure that they are tight.



7 SERVICE SCHEDULE

7.1 Additional information

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

7.2 Required work

	Every 40 operating hours
Service the fork. 🛠️	<input checked="" type="radio"/>

- Periodic interval

7.3 Recommended work

	After 10 operating hours
Service the fork. 🛠️	<input type="radio"/>

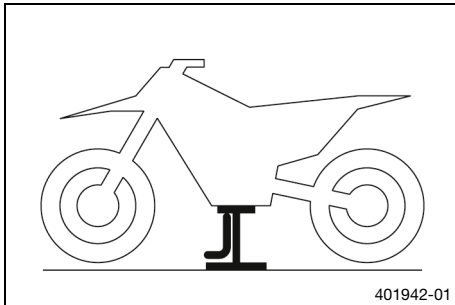
- One-time interval

8.1 Raising the motorcycle with a lift stand

Note

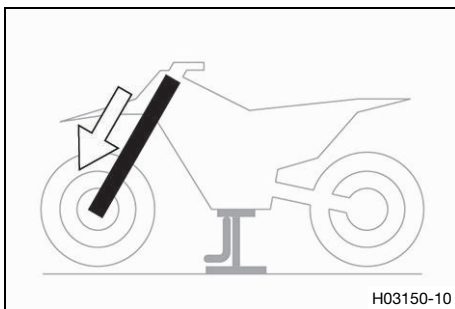
Danger of damage The parked vehicle can roll away or fall over.

- Park the vehicle on a firm and level surface.



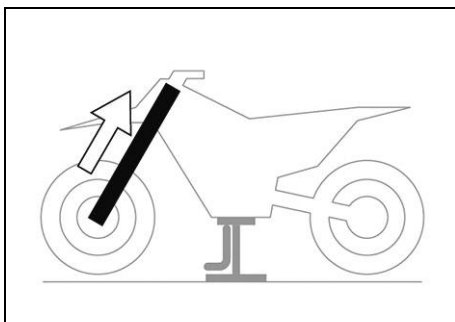
- Raise the motorcycle in accordance with the instructions of the vehicle manufacturer.
- ✓ Neither wheel is in contact with the ground.
- Secure the motorcycle against falling over.

8.2 Removing standard fork legs

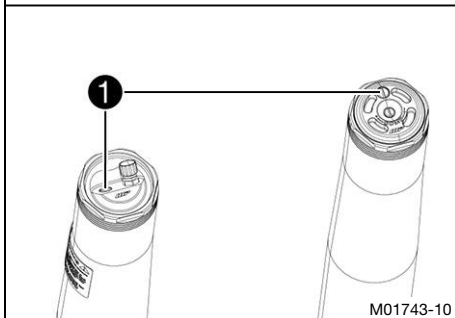


- Remove the standard fork legs as per the instructions of the vehicle manufacturer.

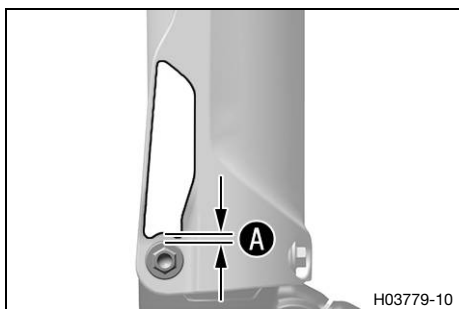
8.3 Installing the WP PRO COMPONENTS fork legs



- Install the fork legs in accordance with the instructions of the vehicle manufacturer.
- ✓ Bleeder screws ① are positioned toward the front.
- ✓ The second milled groove (from the top) is flush with the upper edge of the upper triple clamp.



8 SERVICE WORK ON THE CHASSIS



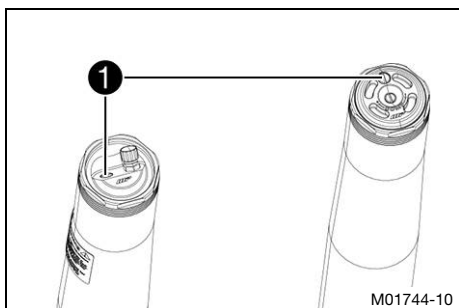
- Apply the sticker for measuring sag at distance **A** from the fork protector screw.

Guideline

Distance A	2 mm (0.08 in)
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- Apply the remaining stickers included in the scope of supply.

8.4 Bleeding the fork legs



Preparatory work

- Raise the motorcycle with a lift stand. (📖 p. 11)

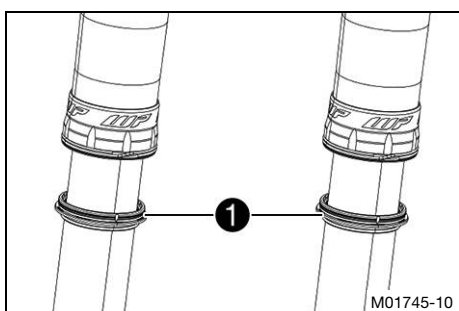
Main work

- Release bleeder screws **1**.
 - ✓ Any excess pressure escapes from the interior of the fork.
- Tighten the bleeder screws.

Finishing work

- Remove the motorcycle from the lift stand. (📖 p. 13)

8.5 Cleaning the dust boots of the fork legs



Preparatory work

- Raise the motorcycle with a lift stand. (📖 p. 11)
- Remove the fork protector.

Main work

- Push dust boots **1** of both fork legs downward.

Info

The dust boots remove dust and coarse dirt particles from the inside 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 or grease on the brake discs reduces the braking effect.

- Always keep the brake discs free of oil and grease.
 - Clean the brake discs with brake cleaner when necessary.
- Clean the dust boots and inner fork tubes of both fork legs.
 - Press the dust boots back into their installation position.
 - Remove excess oil.

Finishing work

- Install the fork protector.
- Remove the motorcycle from the lift stand. (📖 p. 13)

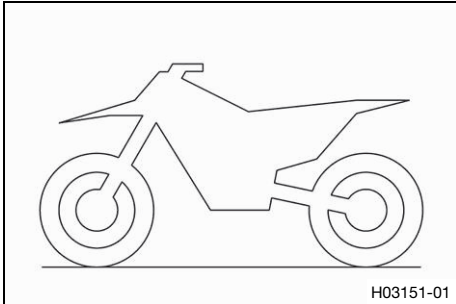


8.6 Removing the motorcycle from the lift stand

Note

Danger of damage The parked vehicle can roll away or fall over.

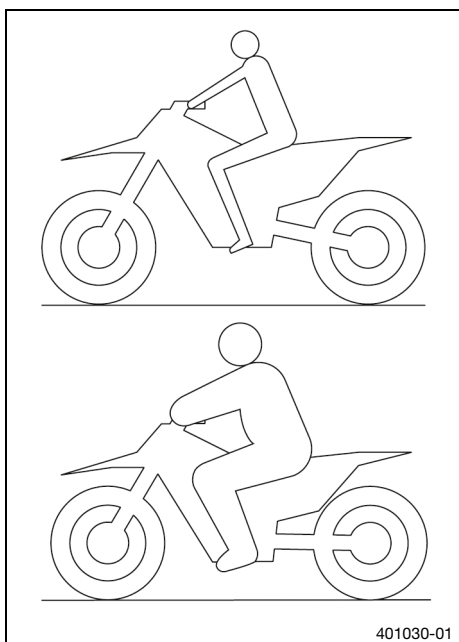
- Park the vehicle on a firm and level surface.



- Remove the motorcycle from the lift stand as per the instructions of the vehicle manufacturer.
- Remove the lift 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, link fork 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.

Guideline

Standard rider weight	75 ... 85 kg (165 ... 187 lb.)
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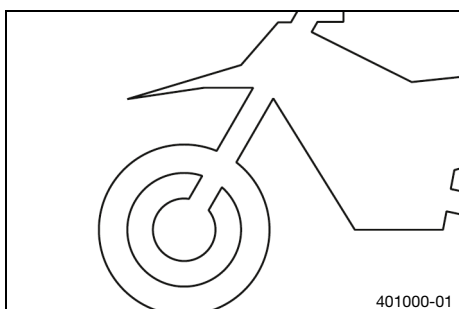
- If the rider's weight is above or below this range, the basic setting of the suspension components must be adjusted accordingly.
- Weight differences can be compensated for by changing the fork air pressure.

9.2 Checking the basic setting of the fork



Info

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



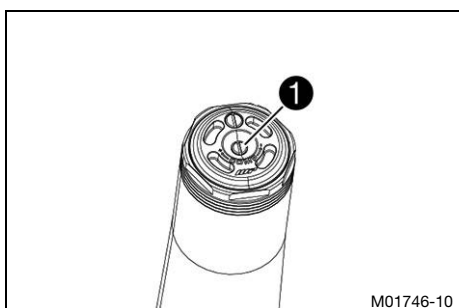
- Weight differences can be compensated for by changing the fork air pressure.
- However, if the fork frequently bottoms out (hard end stop on compression), the fork air pressure must be increased, within the specified values, to avoid damage to the fork and frame.
- If the fork feels unusually hard after extended periods of operation, the fork legs need to be bled.

9.3 Adjusting the compression damping of the fork



Info

The hydraulic compression damping determines the fork suspension behavior.



- Turn adjusting screw **1** clockwise up to the last perceptible click.



Info

Adjusting screw **COMP 1** is located at the upper end of the right fork leg.

- Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

Compression damping	
125/150/250 SX EU, 450 SX-F EU TC 125/250 EU, FC 450 EU	18 clicks
250/350 SX-F EU FC 250/350 EU	14 clicks
All US versions	15 clicks



Info

Turn clockwise to increase damping; turn counterclockwise to reduce damping during compression.

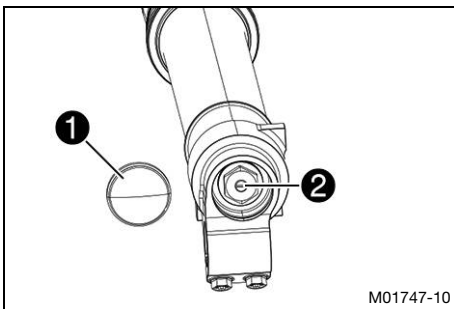


9.4 Adjusting the rebound damping of the fork



Info

The hydraulic rebound damping determines the fork suspension behavior.



- Remove protection cap ①.
- Turn adjusting screw ② clockwise up to the last perceptible click.



Info

Adjusting screw ② is located at the lower end of the right fork leg.

- Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

Rebound damping	20 clicks
-----------------	-----------



Info

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

- Mount protection cap ①.



9.5 Setting the fork air pressure of the positive chamber



Warning

Danger of accident Modifications to the suspension setting may seriously alter the handling characteristic.

Extreme modifications to the suspension setting may cause a serious deterioration in the handling characteristic 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 characteristic.

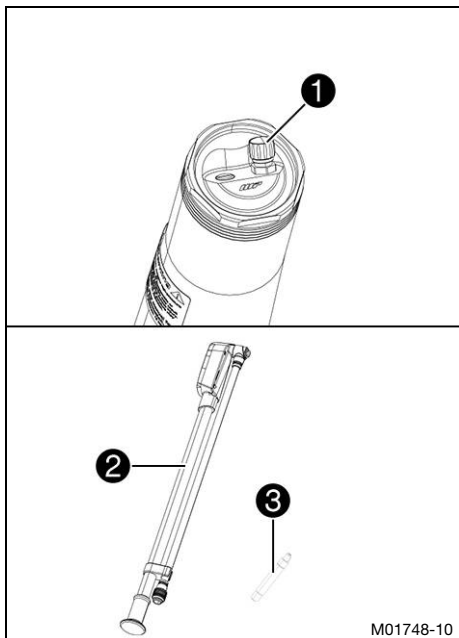
i Info

Check or adjust the air pressure under the same conditions at the earliest 5 minutes after switching off the engine.

The air suspension is located in the left fork leg. The rebound and compression damping is located in the right fork leg.

When changing the air pressure, always observe the correct value of the visible inner tube length and only proceed in small steps.

First set the positive chamber, then the negative chamber and finally the positive chamber again.



Preparatory work

- Raise the motorcycle with a lift stand. (📖 p. 11)

Main work

- Remove valve cap 1.
- Push together fork airpump 2 fully.

Fork airpump (79412966100)

i Info

The fork airpump is included.

- Mount adapter 3 on the fork airpump.

Adapter (T14086E)

i Info

The adapter is included.

- The adapter is connected to the valve.
- Rotate the upper part of the adapter clockwise.
 - ✓ The interior valve opens.
 - ✓ The fork airpump switches on automatically.
 - ✓ A little air escapes from the fork leg when connecting.

i Info

This is due to the volume of the hose and not due to a defect in the fork airpump or the fork. Read the accompanying instructions.

- Adjust the air pressure as specified.

Guideline

Air pressure, positive chamber	
125/150 SX EU TC 125 EU	8.6 bar (125 psi)
250 SX EU TC 250 EU	10.0 bar (145 psi)
250 SX-F EU FC 250 EU	10.6 bar (154 psi)
350 SX-F EU FC 350 EU	10.8 bar (157 psi)
450 SX-F EU FC 450 EU	10.5 bar (152 psi)
125 SX US TC 125 US	10.3 bar (149 psi)
250 SX US TC 250 US	11.3 bar (164 psi)
250/350/450 SX-F US FC 250/350/450 US	11.5 bar (167 psi)
Gradual changing of the air pressure in steps of	0.05 ... 0.1 bar (0.7 ... 1 psi)
Minimum air pressure	5 bar (73 psi)
Maximum air pressure	15 bar (218 psi)



Info

Never adjust the air pressure to a value outside the stated range.

- Rotate the upper part of the adapter anticlockwise.
 - ✓ The interior valve closes.
- Disconnect the adapter from the left fork leg.
 - ✓ When disconnecting, excess pressure will escape from the hose – the fork leg does not lose any air.
 - ✓ The fork pump airpump switches off automatically after 80 seconds.
- Remove the adapter from the fork airpump.
- Mount valve cap.

Guideline

Only mount the valve cap by hand.

Finishing work

- Remove the motorcycle from the lift stand. (📖 p. 13)



9.6 Setting the fork air pressure of the negative chamber



Warning

Danger of accident Modifications to the suspension setting may seriously alter the handling characteristic.

Extreme modifications to the suspension setting may cause a serious deterioration in the handling characteristic 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 characteristic.



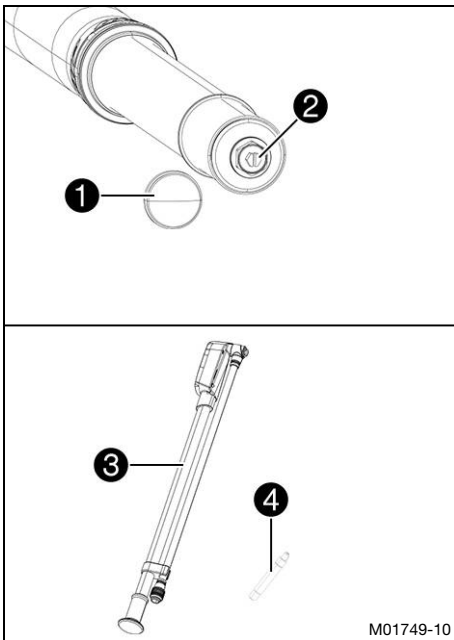
Info

Check or adjust the air pressure under the same conditions at the earliest 5 minutes after switching off the engine.

The air suspension is located in the left fork leg. The rebound and compression damping is located in the right fork leg.

When changing the air pressure, always observe the correct value of the visible inner tube length and only proceed in small steps.

First set the positive chamber, then the negative chamber and finally the positive chamber again.



Preparatory work

- Raise the motorcycle with a lift stand. (📖 p. 11)
- Set the fork air pressure of the positive chamber. (📖 p. 15)

Main work

- Remove protection cap ①.
- Remove screw cap ②.
- Push together fork airpump ③ fully.

Fork airpump (79412966100)



Info

The fork airpump is included.

- Mount adapter ④ on the fork airpump.

Adapter (T14086E)



Info

The adapter is included.

- The adapter is connected to the valve.
- Rotate the upper part of the adapter clockwise.
 - ✓ The interior valve opens.
 - ✓ The fork airpump switches on automatically.
 - ✓ A little air escapes from the fork leg when connecting.



Info

This is due to the volume of the hose and not due to a defect in the fork airpump or the fork.
Read the accompanying instructions.

- Adjust the air pressure as specified.

Guideline

Air pressure, negative chamber	
125/150 SX EU TC 125 EU	9.6 bar (139 psi)
250 SX EU TC 250 EU	11.0 bar (160 psi)
250 SX-F EU FC 250 EU	10.6 bar (154 psi)
350 SX-F EU FC 350 EU	10.8 bar (157 psi)
450 SX-F EU, 125 SX US FC 450 EU, TC 125 US	11.5 bar (167 psi)
250 SX US TC 250 US	12.5 bar (181 psi)
250/350/450 SX-F US FC 250/350/450 US	12.7 bar (184 psi)
Gradual changing of the air pressure in steps of	0.05 ... 0.1 bar (0.7 ... 1 psi)
Minimum air pressure	5 bar (73 psi)
Maximum air pressure	15 bar (218 psi)



Info

Never adjust the air pressure to a value outside the stated range.

- Rotate the upper part of the adapter anticlockwise.
 - ✓ The interior valve closes.
- Disconnect the adapter from the left fork leg.
 - ✓ When disconnecting, excess pressure will escape from the hose – the fork leg does not lose any air.
 - ✓ The fork pump airpump switches off automatically after 80 seconds.
- Remove the adapter from the fork airpump.
- Mount and tighten screw cap ②.

Guideline

Screw cap, negative chamber	-	5 Nm (3.7 lbf ft)
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- Mount protection cap ①.

Finishing work

- Set the fork air pressure of the positive chamber. (📖 p. 15)
- Remove the motorcycle from the lift stand. (📖 p. 13)



9.7 Measuring the visible inner tube length of the fork

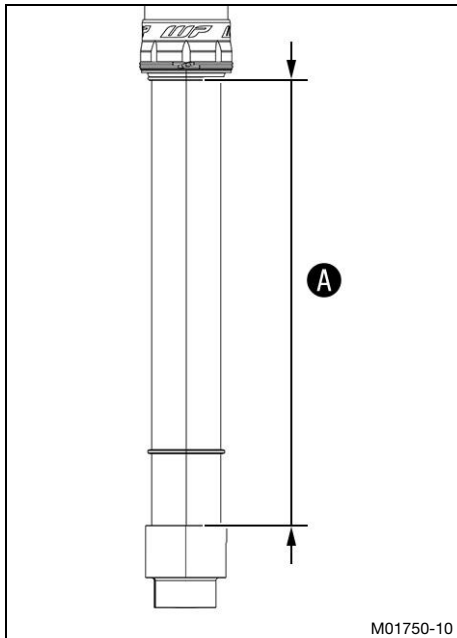
i Info

The visible inner tube length is dependent on the relationship between the fork air pressure of the positive and negative chambers.

The fork will only function correctly if the visible inner tube length is correct.

If the length is too short, the suspension travel is reduced.

If the length is too long, the bending moment and wear are increased.



Preparatory work

- Raise the motorcycle with a lift stand. (📖 p. 11)

Main work

- Measure visible inner tube length **A**.

Visible inner tube length	309 ± 2 mm (12.17 ± 0.08 in)
---------------------------	---



» If the visible inner tube length does not correspond to specifications:

- Set the fork air pressure of the positive chamber. (📖 p. 15)
- Set the fork air pressure of the negative chamber. (📖 p. 18)
- Set the fork air pressure of the positive chamber. (📖 p. 15)





Finishing work

- Remove the motorcycle from the lift stand. (📖 p. 13)

10.1 Fork

Fork article number	34.18.2T.07	
Fork	XACT PRO 7448	
Compression damping		
125/150/250 SX EU, 450 SX-F EU TC 125/250 EU, FC 450 EU	18 clicks	
250/350 SX-F EU FC 250/350 EU	14 clicks	
All US versions	15 clicks	
Rebound damping	20 clicks	
Air pressure, positive chamber		
125/150 SX EU TC 125 EU	8.6 bar (125 psi)	
250 SX EU TC 250 EU	10.0 bar (145 psi)	
250 SX-F EU FC 250 EU	10.6 bar (154 psi)	
350 SX-F EU FC 350 EU	10.8 bar (157 psi)	
450 SX-F EU FC 450 EU	10.5 bar (152 psi)	
125 SX US TC 125 US	10.3 bar (149 psi)	
250 SX US TC 250 US	11.3 bar (164 psi)	
250/350/450 SX-F US FC 250/350/450 US	11.5 bar (167 psi)	
Air pressure, negative chamber		
125/150 SX EU TC 125 EU	9.6 bar (139 psi)	
250 SX EU TC 250 EU	11.0 bar (160 psi)	
250 SX-F EU FC 250 EU	10.6 bar (154 psi)	
350 SX-F EU FC 350 EU	10.8 bar (157 psi)	
450 SX-F EU, 125 SX US FC 450 EU, TC 125 US	11.5 bar (167 psi)	
250 SX US TC 250 US	12.5 bar (181 psi)	
250/350/450 SX-F US FC 250/350/450 US	12.7 bar (184 psi)	
Visible inner tube length	309 ± 2 mm (12.17 ± 0.08 in)	
Fork length	950 mm (37.4 in)	
Oil capacity, right cartridge	375 ml (12.68 fl. oz.)	Fork oil (SAE 4) (48601166S1) ( p. 23)
Grease capacity, left cartridge	5 g (0.18 oz)	Special grease (00062010053) ( p. 24)

10 TECHNICAL DATA

125/150/250 SX EU, 450 SX-F EU, 125/250 SX US, 250/350/450 SX-F US TC 125/250 EU, FC 450 EU, TC 125/250 US, FC 250/350/450 US		
Oil capacity external mechanism right	240 \pm $\frac{60}{40}$ ml (8.11 \pm $\frac{2.03}{1.35}$ fl. oz.)	Fork oil (SAE 4) (48601166S1)  p. 23)
250/350 SX-F EU FC 250/350 EU		
Oil capacity external mechanism right	270 \pm $\frac{30}{70}$ ml (9.13 \pm $\frac{1.01}{2.37}$ fl. oz.)	Fork oil (SAE 4) (48601166S1)  p. 23)
125/150/250 SX EU, 450 SX-F EU, 125/250 SX US, 250/350/450 SX-F US TC 125/250 EU, FC 450 EU, TC 125/250 US, FC 250/350/450 US		
Oil capacity external mechanism left	240 \pm $\frac{60}{40}$ ml (8.11 \pm $\frac{2.03}{1.35}$ fl. oz.)	Fork oil (SAE 4) (48601166S1)  p. 23)
250/350 SX-F EU FC 250/350 EU		
Oil capacity external mechanism left	270 \pm $\frac{30}{70}$ ml (9.13 \pm $\frac{1.01}{2.37}$ fl. oz.)	Fork oil (SAE 4) (48601166S1)  p. 23)

Fork oil (SAE 4) (48601166S1)**Standard/classification**

- SAE (📖 p. 25) (SAE 4)

Guideline

- Use only oils that comply with the specified standards (see specifications on the container) and that exhibit the corresponding properties.

Special grease (00062010053)

Recommended supplier

Klüber Lubrication®

– KLÜBERFOOD NH1 34-401

SAE

The SAE viscosity classes were defined by the Society of Automotive Engineers and are used for classifying oils according to their viscosity. The viscosity describes only one property of oil and says nothing about quality.

14 LIST OF ABBREVIATIONS

Art. no.	Article number
ca.	circa
cf.	compare
e.g.	for example
etc.	et cetera
i.a.	inter alia
no.	number
poss.	possibly

A	
Accessories	6
Auxiliary substances	6
B	
Basic chassis setting	
rider's weight, checking with	14
C	
Correct installation	5
Customer service	6
E	
Environment	5
F	
Figures	6
Fork	
air pressure of the negative chamber, setting	18
air pressure of the positive chamber, setting	15
article number	7
basic setting, checking	14
compression damping, adjusting	14
rebound damping, adjusting	15
visible inner tube length, measuring	20
Fork legs	
bleeding	12
dust boots, cleaning	12
standard version, removing	11
WP PRO COMPONENTS version, installing	11
Fuel, oils, etc.	6
I	
Implied warranty	6
Intended use	4
M	
Misuse	4
Motorcycle	
lift stand, raising with	11
lift stand, removing from	13
O	
Owner's Manual	5
P	
Preparing for use	
advice on preparing for first use	8
checks and maintenance measures when preparing for use	9
S	
Safe operation	4
Service	6
Service schedule	10
Spare parts	6
T	
Technical data	
chassis tightening torques	5
fork	21
U	
Use definition	4
W	
Warranty	6
Work rules	5



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