



## 27 Type-1 Front Fork + Disk Brake Kit for 10 inch Wheel (for bar handle Fork width 174mm / Offset 60mm)

- Thank you for purchasing one of our products.  
Please strictly follow the instructions in installing and using the kit.
- Before installing the kit, please be sure to check the kit contents.  
Should you have any questions about the kit, please contact your local TAKEGAWA dealer.

**Please note: Illustrations and photos may vary from actual hardware.**

Item No. : 06 - 01 - 0038 (Standard disk rotor)  
: 06 - 01 - 0039 (Floating disk rotor)

Fitting models and frame No.:

Monkey · Gorilla : Z50J-1300017 ~  
: AB27-1000001 ~  
Monkey (FI) : AB27-1900001 ~

### Features

- Fork width 174mm, Offset 60mm.
- 60mm offset can extend the wheelbase and increase the stability.
- Machined and lightweight triple clamp.
- Buffed and polished finish.
- Included handle bar holder
- Anodized stem nut.
- Included steering lock bracket.

### Read all instructions first before starting the installation.

We do not take any responsibility for any accident or damage whatsoever arising from the use of the product not in conformity with the instructions in this Instruction Manual.

You are requested not to contact us about the combination of our product with other manufacturers'.

For disassembly and installation, please be sure to refer to a HONDA's service manual for the Monkey and Gorilla.

This Kit is for 10inch wheels only.

For installation of this Kit, either an tube-type 10-inch aluminum wheel (Item No. 06-09-033 / 054) is required.

A headlight stay, turn-signal stay, or steering handle are not included in this Kit, which are all extra-cost options.

Please use our aluminum headlight stay of either 09-03-007, 008 or 09-03-07S.

This Kit cannot be used with a stock throttle for a stock-specification carburetor. Therefore, it is necessary to prepare a HONDA's genuine throttle.  
Please fill the brake fluid to upper level of master cylinder.

#### CAUTION

The following show the envisioned possibility of injuries to human bodies and property damage as a result of disregarding the following cautions.

- Before starting installation, make sure that your bike is secure on level ground.
- Always use a torque wrench to screw bolts and nuts tight and securely to the specified torque.  
(Otherwise, these parts may get damaged or fall off, resulting in accidents.)
- Do the installation with right tools. (Otherwise, breakage of parts or injuries to you may take place.)
- When unfastening a fork top bolt, please take note that there is a danger of the fork top bolt coming off flying, sprung by a fork spring.
- As some products and frames have sharp edges or protruding portions, please work with your hands protected.  
(Otherwise, you will suffer injuries.)
- Work with care so the brake fluid will not get on your skin. After the work, rinse your hands thoroughly with plenty of water.  
(Otherwise, your hands may get rough and dry.)
- Work with utmost care because the brake fluid will deteriorate or damage the painted surface, resin components, or rubber products if the fluid adheres to them. In this case, rinse the fluid-adhered portions with water without any loss of time.  
(Otherwise, this may cause the deterioration or damage of the parts.)

#### WARNING

The following show the envisioned possibility of human death or serious injuries to human bodies as a result of disregarding the following warnings.

- Those who are technically unskilled or inexperienced are required not to do the work.  
(Improper installation because of insufficient skill or knowledge could lead to parts breakage and subsequently to overturning or accidents.)
- Before riding, always check every hardware like screws for slack. When you notice something abnormal with your motorcycle while riding, immediately stop riding and park your motorcycle in a safe place to check what has gone wrong.  
(Otherwise, the malfunction could lead to accidents.)
- Before riding, always check every hardware like screws for slack and oil leakage. Besides, when you notice something abnormal with your motorcycle while riding down a road, stop riding immediately, park your motorcycle in a safe place, and check what has gone wrong.  
If something has gone wrong with your motorcycle, NEVER keep on riding without fixing your bike.
- Use only the specified brand of brake fluid. Do not mix different types of fluid, as they are not compatible with each other.  
(The blended use of fluid may cause technical troubles or chemical change.)
- Do not get a brake disc rotor or brake pad oil-stained. If they are oil-stained, replace the brake pad with a new one, and degrease the brake disc rotor.  
(Otherwise, these oil-stained parts may cause accidents.)
- Get the brakes installed by a skilled mechanic at facilities with special instruments and tools. Otherwise, the wrong installation will cause accidents.

Please be informed that, mainly because of improvement in performance, design changes, and cost increase, the product specifications and prices are subject to change without prior notice.

This manual should be retained for future reference.

The following our parts are necessary for changing the front brake to a disk type, using this Kit. This mirror adaptor is needed only when a genuine mirror or a mirror with an 8mm thread is used.

A mirror with a 10mm thread

This mirror adaptor is needed only when a genuine mirror or a mirror with an 8mm thread is used.

If the front brake is changed to a hydraulic disk, it is necessary to remove a standard throttle housing (a brake integrated with a lever) because a front master cylinder needs to be installed. Therefore, either our TAKEGAWA-made high throttle set or a HONDA's genuine part is necessary.

Our products:

Standard high throttle set Outer length: 710 mm, 09-02-0222, or Outer length: 810 mm, 09-02-0221 is for carburetor-type Monkey.

High throttle of 09-02-0223 is for FI Monkey.

90-degree-bent high throttle set Outer length: 700 mm, 09-02-021

Involue high throttle set Outer length: 710 mm, Body: in black / 09-02-0230,  
in gun metal / 09-02-0232  
Outer length: 810 mm, Body: in black / 09-02-0231,  
in gun metal / 09-02-0233

HONDA's genuine parts:

Throttle housing (1 piece) (53168-166-000)

Throttle housing (1 piece) (53167-GE4-000)

Pan screw, 5 x 22 (2 pieces) (93500-05022-0G)

These products are for use with a standard carburetor or our KEIHIN PC18 carburetor.

In the case of installing this Kit to motorcycles with frame Nos Z50J-1300017 to 1510400, the following parts are additionally needed.

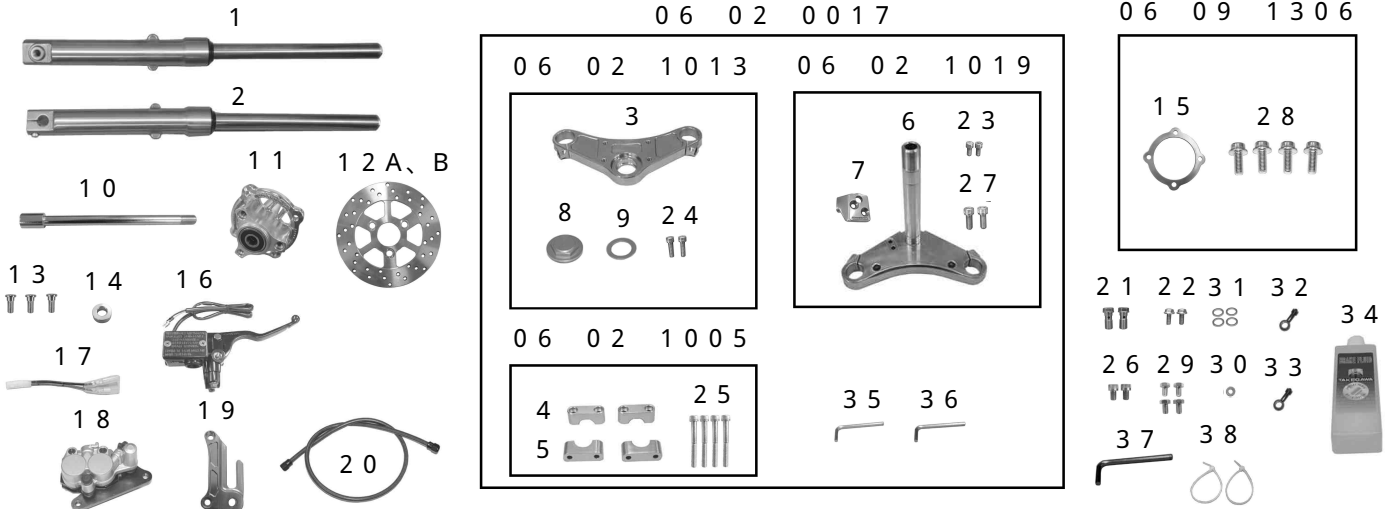
For a motorcycle with a centrifugal clutch:

Combination switch assembly

For a motorcycle with a manual clutch:

Clutch lever and combination switch assembly

### Kit consists of:



No.	Part Name	Qty	Repair Part Item No.	in packs of	No.	Part Name	Qty	Repair Part Item No.	in packs of
1	Left-side front fork assembly	1	52522-181-T00	1	19	Front caliper bracket	1	45210-181-T00	1
2	Right-side front fork assembly	1	51422-181-T00	1	20	Brake hose, 775mm	1	06-080-0007	1
3	Fork top bridge	1			21	Banjo bolt, 10 x 1.25	2	00-07-0007	1
4	Upper handle holder	2	54411-165-T00	1	22	Flange bolt, 6 x 15	2	00-00-0114	4
5	Lower handle holder	2	54412-165-T00	1	23	Socket cap screw, 6 x 12	2	00-00-0116	6
6	Steering stem	1			24	Socket cap screw, 6 x 20	2	00-00-0043	10
7	Steering lock bracket	1	53601-GEF-T00	1	25	Socket cap screw, 6 x 50	4	00-00-0044	3
8	Stem nut	1	54303-165-T00	1	26	Socket cap screw, 8 x 12	2	00-00-0047	4
9	Stem nut washer	1	90503-165-T00	1	27	Socket cap screw, 8 x 25	2	00-00-0075	4
10	Front axle shaft	1	44301-GEF-T10	1	28	Flange socket cap screw, 8 x 20	4	00-00-0238	4
11	Front wheel hub COMP.	1	44604-181-T00-C	1	29	Hex bolt, 6 x 10	4	00-00-0307	10
11-A	Bearing 6201LLB	(2)	00-00-0077	1	30	Plain washer, 6 mm	1	00-00-0086	10
11-B	Distance collar	(1)	44621-181-T00	1	31	Sealing washer, 10 mm	4	00-07-0010	10
12A	Disk rotor (Standard)	1	45230-181-T50	1	32	Banjoe (straight)	1	00-07-0006	1
12B	Disk rotor (Floating)	1	45220-AB7-T00	1	33	Banjoe (25°)	1	00-07-0037	1
13	Disk bolt	3	90105-165-T00	1	34	Brake fluid (BF-4)	1	06-08-0019	1
14	Collar, 7.5 mm	1	44310-181-T00	1	35	Hex wrench, 5 mm	1		
15	Wheel spacer, 1 mm	1	44600-181-T00	1	36	Hex wrench, 6 mm	1		
16	Front brake master cylinder assembly	1	06-08-1168	1	37	Hex wrench, 10 mm	1		
17	Sub-cord	1	37600-KCZ-T00	1	38	Insulation lock, 200 mm	2	00-00-0179	10
18	Front caliper assembly	1	06-08-115	1					

Please note that in ordering repair parts, be sure to quote the Repair Part Item No. Otherwise, we may not be able to accept your orders.

There are some parts, however, for which we are not in a position to accept your order in just the quantity to be used. In this case, please take them in the quantity packed.

NO.12A is for Item No.06-01-0038, and 12B is for 06-01-0039.

## ~ Installation Instructions ~

### Disassembly:

- 1 . Loosen an axle nut on the front wheel.
- 2 . Before starting the work, stand your bike securely on a rear maintenance stand placed on a suitable pedestal under the engine.  
Choose a pedestal of a height so the front wheel is just off the ground.
- 3 . Unfasten a pan screw from the headlight, and disconnect the cables of a stop lamp switch and turn signal switch.
- 4 . Unfasten a pan screw from the throttle housing to remove the throttle housing and throttle pipe.
- 5 . Unfasten a pan screw from the turn-signal switch to remove the switch.
- 6 . Unfasten right and left bolts on the headlight case to remove the headlight.
- 7 . Remove a horn and turn signals.
- 8 . Pull out an axle shaft and detach a front wheel.
- 9 . Unfasten a nut on the lower handle holder at the back of the top bridge, and demount a steering handle assembly.
- 10 . Unfasten a fork bolt, stem nut and washer to remove the top bridge.
- 11 . Remove a top thread and then a fork assembly.  
Be careful not to lose bearing balls.
- 12 . Remove a handle lock from a stock steering stem, which please attach to a steering lock bracket.

⚠Caution: Apply the specified torque.

**Torque: 9 N·m (0.9 kgf·m)**



### Assembly:

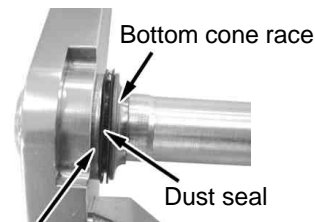
- 13 . Install the steering lock bracket to the steering stem with a 6x12 socket cap screw.

⚠Caution: Apply the specified torque.

**Torque: 12 N·m (1.2 kgf·m)**



- 14 . Remove a bottom cone race on the steering stem with a punch driver or a chisel, and detach a dust seal and dust seal washer.  
And attach the dust seal washer, dust seal, and bottom cone race to the duralumin stem shaft.



Bottom cone race

Dust seal

Dust seal washer

- 15 . Apply grease to the top cone race and bottom cone race, and attach the bearing to the steering stem and head pipe, and then the top cone race to the head pipe.  
In case the balls are not set in the bearing, then install 21 balls each to the bottom cone race and top cone race.  
Before applying grease, first wash the bearing with wash oil. Be careful not to let the dirt adhere to the bearing.



- 16 . Fit the steering stem into the head pipe, and finger tighten the top thread as tight as possible. Move it several times to the right and left so the bearing may fit right. Give it 1/8 turns backward and check that it moves smoothly and without rattling.



- 17 . Fit the front fork to the steering stem with the whirl stop on the axle holder on the right viewed in the direction of travel. And tighten an 8x20 steering-stem split clamp bolt loosely for the moment.



Whirl stop

- 18 . Fit the front fork on the left side in the same way as you fitted it on the right side.  
In case a front-fork clamp-type headlight stay is used, fit the headlight stay into the front fork.



- 19 . Routing the wire harness in the same way as the stock one, fit the top bridge into the front fork and stem shaft. And attach the stem washer and tighten the stem nut to the specified torque.

⚠Caution: Apply the specified torque.

**Torque: 59 N·m (6.0 kgf·m)**



- 20 . Loosen the split clamp bolt on the steering stem, and adjust the right and left inner tubes to protrude in the same length.



- 21 . Tighten the split clamp bolt on the steering stem to the specified torque.

⚠Caution: Apply the specified torque.

**Torque: 26 N·m (2.7 kgf·m)**

- 22 . Tighten a 6x20 split clamp bolt on the top bridge to the specified torque.

⚠Caution: Apply the specified torque.

**Torque: 12 N·m (1.2 kgf·m)**

2 3 . Fit a steering handle pipe into the handle holder and install it to the top bridge. Tighten a 6x50 socket cap screw on the handle holder to the specified torque.

⚠Caution: Apply the specified torque.  
**Torque: 12 N·m (1.2 kgf·m)**

Tighten the handle holders to be spaced equally in the front and at the back.



2 4 . Install to the steering handle a master cylinder assembly, turn signal switch (or, combination switch), and left-hand grip.

⚠Caution: Apply the specified torque.  
**12 N·m (1.2 kgf·m)**  
**for a flange bolt on the master cylinder assembly**



2 5 . Install a horn.  
(The photo below shows the horn attached to the steering stem.)  
In installing the horn to the steering stem, fold back the stay as shown in the photo below, and fix it by tightening a 6x15 flange bolt to the specified torque.

⚠Caution: Apply the specified torque.  
**Torque: 12 N·m (1.2 kgf·m)**

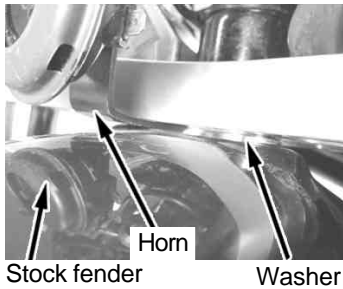


About 40 mm



If you install the horn onto the steering stem using a stock front fender, place the horn in between the front fender and steering stem. Install a washer of about 1.5 mm in thickness in another clearance between front fender and steering stem, and tighten it with a 6x15 flange bolt.

⚠Caution: Apply the specified torque.  
**Torque: 12 N·m (1.2 kgf·m)**



2 6 . Unfasten the nut holding the front wheel hub and wheel to take them apart.

2 7 . The disc rotor is attached to front wheel hub, tighten bolt by applying a Loctite agent to disk bolt to specified torque.

⚠Caution: Apply the specified torque.  
**Torque: 25 N·m (2.5 kgf·m)**

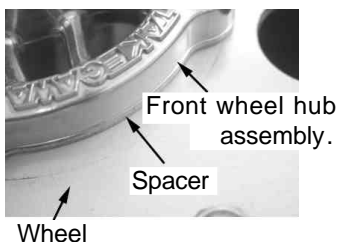


2 8 . Install and tighten loosely for now a front wheel hub to a 10inch aluminum wheel with a 8 x 20 flange cap screw.

**In the case of using a standard offset wheel of 06-09-033 / 054**

Place the supplied spacer between the front wheel hub and aluminum wheel.

Be careful to set the air valve to be on the left side when seen in the direction of travel.



2 9 . Place the caliper on the disk rotor.



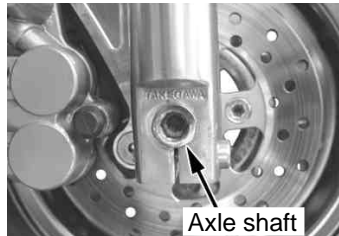
3 0 . Fasten the caliper to the caliper bracket with an 8x12 socket cap screw.

⚠Caution: Apply the specified torque.  
**Torque: 25 N·m (2.5 kgf·m)**

Apply thread lock to the thread of the bolt.



3 1 . Mesh a notch on the caliper bracket with a convex portion on the front fork, and put the included axle shaft into the front fork from the right when viewed in the direction of travel, and tighten them loosely for now.



3 2 . Tighten up the flange cap screw holding the wheel and hub.

⚠Caution: Apply the specified torque.  
**Torque: 25 N·m (2.5 kgf·m)**



3 3 . Pass a sealing washer, a banjo (straight), and a sealing washer in this order through a banjo bolt, and fix and tighten it temporarily to a master cylinder.



3 4 . On the front caliper side, fix and tighten a banjo (2.5 ʹ) temporarily in the same way as above.



3 5 . Fix a brake hose to each banjo. After determining a banjo-mounting angle and how to connect the brake hose, tighten the banjo bolts and brake hose fittings to the specified torque.

⚠Caution: Apply the specified torque.  
**Torque: fittings**  
**6 N·m (0.6 kgf·m)**

A brake hose must not be connected too tight to hamper the smooth steering or interfere with the front forks.

3 6 . Secure the brake hose with an insulation lock so it does not interfere with other parts, and cut off the excess portion of the hose with a nipper.

Fix the brake hose rather long or with some allowance so the hose does not stretch too tight when the motorcycle bounds or rebounds.

⚠Caution: Apply the specified torque.  
**Torque: Banjo bolt**  
**15 N·m (1.5 kgf·m)**

- 3 7 . Connect the cables of the stop switch sub-harness and turn-signal switch (combination switch).

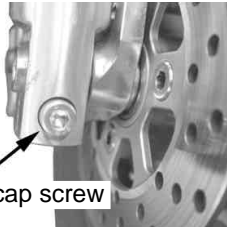
When installing onto the Monkey (F1 model), connect the stop switch sub-harness and a sub-cord, and then connect the winker sub cord and the stop switch harness from the main harness.

- 3 8 . Demount the motorcycle from the rear maintenance stand and pedestal.  
3 9 . Tighten the axle shaft.

⚠Caution: Apply the specified torque.  
**Torque: 60 N·m (6.0 kgf·m)**

- 4 0 . Tighten up the socket cap screw on the front fork.

⚠Caution: Apply the specified torque.  
**Torque: 20 N·m (2.0 kgf·m)**



Socket cap screw

- 4 1 . Let the air out of a brake. Please see the attached sheet for how to let the air out of a brake.

## How to change front fork oil:

- 1 . Loosen a fork top bolt.
- 2 . Remove the socket cap screw on the side of the axle shaft.
- 3 . Remove a front axle shaft.
- 4 . Before starting the work, stand your bike securely on a rear maintenance stand placed on a suitable pedestal under the engine.  
The work will be easier at the height obtained when your bike stands with the front fork stretched to the fullest extent.
- 5 . Pull out the axle shaft to detach a front wheel.
- 6 . Loosen the split clamp bolts on the top bridge and stem to detach a fork.
- 7 . Detach a top bolt, being careful not to let it fly out. Prepare an oil pan, and stand the fork upside down to pull out the spring.
- 8 . Expand and contract the inner tube to drain the fork oil.  
(Leave the inner tube facing downwards for a few minutes.)
- 9 . Stand the front fork to inject fork oil.  
Fork oil viscosity; 40 mm<sup>2</sup>/s (ASH-40)  
Fork oil amount: 75 cc per front fork  
Oil level: 75 mm  
Replace the fork oil either with ASH-40 or other manufacture's No. 10 or 15.  
Expand and contract softly the inner tube a few times to remove the mixed air from the oil.  
While contracting the inner tube to the maximum, measure the oil level only after the oil surface has become still.
- 1 0 . Wipe off oil on the fork spring, and put in the spring with the narrower-pitched portion facing downwards.  
Attach the top bolt and tighten it loosely for the moment.
- 1 1 . Install the front fork to the stem and top bridge, and tighten the split clamp bolt loosely for now.
- 1 2 . Tighten the top bolt to the specified torque.

⚠Caution: Apply the specified torque.  
**Torque: 20 ~ 24 N·m (2.0 ~ 2.5 kgf·m)**

- 1 3 . Tighten the split clamp bolts on the steering stem and top bridge to the specified torque.

⚠Caution: Apply the specified torque.  
**Torque: 26 N·m (2.7 kgf·m)** for steering stem,  
**12 N·m (1.2 kgf·m)** for top bridge

- 1 4 . Install the front wheel in the reverse order of disassembly.

⚠Caution: Apply the specified torque.  
**Torque: 60 N·m (6.0 kgf·m)** for axle shaft  
**20 N·m (2.0 kgf·m)** for socket cap screw

**SPECIAL PARTS TAKEGAWA** Co.,Ltd.

3-5-16 Nishikiorihigashi Tondabayashi Osaka Japan

TEL : 81-721-25-1357 FAX : 81-721-24-5059

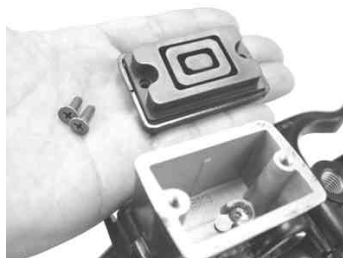
URL : <http://www.takegawa.co.jp>

## How to bleed air from the brake system

### ⚠ Caution:

Do not allow any foreign materials to enter the system when filling the reservoir.  
 Always use fresh DOT 4 brake fluid from a sealed container when servicing the system.  
 NEVER reuse the drained brake fluid.  
 Always use new sealing washers.  
 Avoid spilling fluid on painted, plastic, or rubber parts, otherwise it will cause damage. Place a rag over these parts whenever the system is serviced.  
 Once the hydraulic system has been opened, or the brake hose has been removed, or if the brake feels spongy, or if the air entered the system, the system must be bled.  
 Make sure that the specified torque is always correct.  
 Always use the designated brake fluid only.

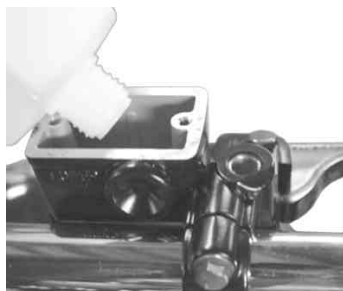
Make sure that the master cylinder or reservoir is parallel to the ground, before removing the reservoir cover and cap.



Connect a clear bleed hose to the bleed valve and receive the drained fluid in a catch can.

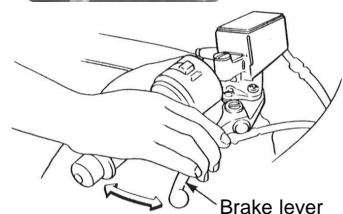


Fill the master cylinder with DOT 4 brake fluid to the upper level.



⚠ Caution : Never allow contaminants(dirt, water, etc.) to get into an open reservoir.  
 ⚠ Caution :DO NOT mix different types of fluid.

Check the level of the fluid in the reservoir and refill to prevent the air from entering.



### ⚠ Warning:

Keep grease off of brake pads and disc.  
 If occurred, please change the pad and wipe it off from the disc.  
 Always use new ones whenever the parts are worn or damaged.

Pump up the system pressure with the lever until there are no air bubbles in the fluid flowing out the reservoir small hole and lever resistance is felt.  
 Pump the brake lever several times, then squeeze the brake lever all the way and loosen the bleed valve 1/2 turn.

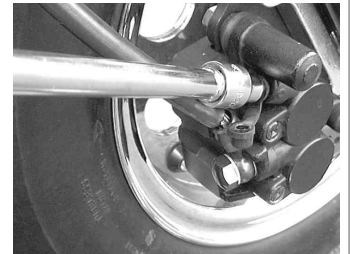


Wait a few seconds and close the bleed valve.

Release the brake lever slowly and wait a few seconds after it reaches the end of its travel.

DO NOT release the brake lever until the bleed valve has been closed.  
 Repeat the steps 1-2 until there are no air bubbles in the bleed hose.

After bleeding air completely, tighten the bleed valves to the specified torque.



⚠ Caution: Be sure to follow the specified torque.  
**Torque: 6 N · m (0.6 kgf · m)**

Fill the brake fluid to keep the specified level.

Install the diaphragm and reservoir cover.

Tighten the reservoir cover screws properly.

Pump brake lever several time before you ride.



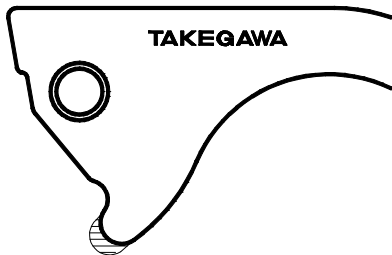
⚠ Caution: Never let in the dust or water.

⚠ Caution: Do not use brake fluid, mixing different types of fluid.  
 DOT 4 Brake oil

## About the use of master cylinder

When you dismount the lever from the master cylinder, the looseness of the piston and the lever might be changed.

In that case, rasp the shaded area of the lever and adjust.



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