Bolts & washers

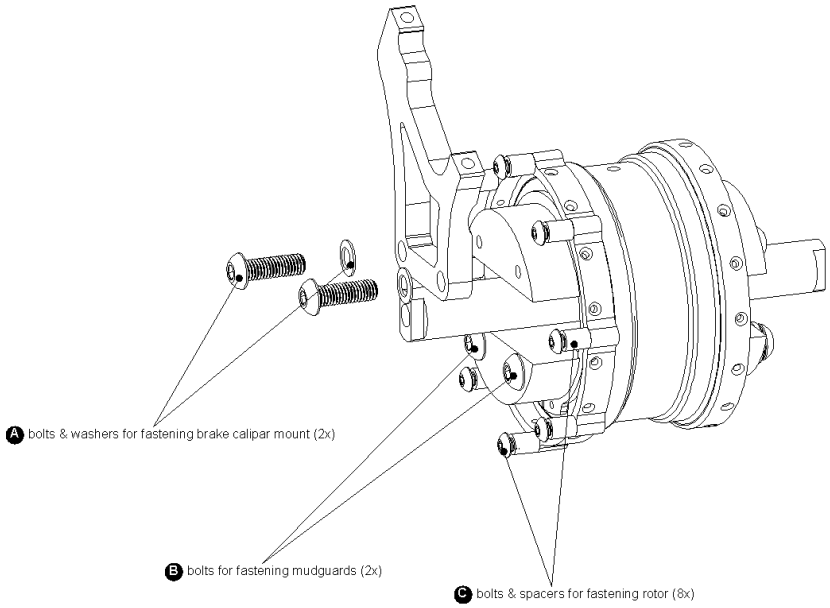


image 1

A) Torque 18Nm Stainless (use Loctite 243)
B) Torque 18Nm (use Loctite 243)
C) 9mm ø 8mm spacers (8 pieces), ISO 7380-1 TX M5x20mm nylok blue (8 pieces); torque 6Nm; steel Grade 10.8.

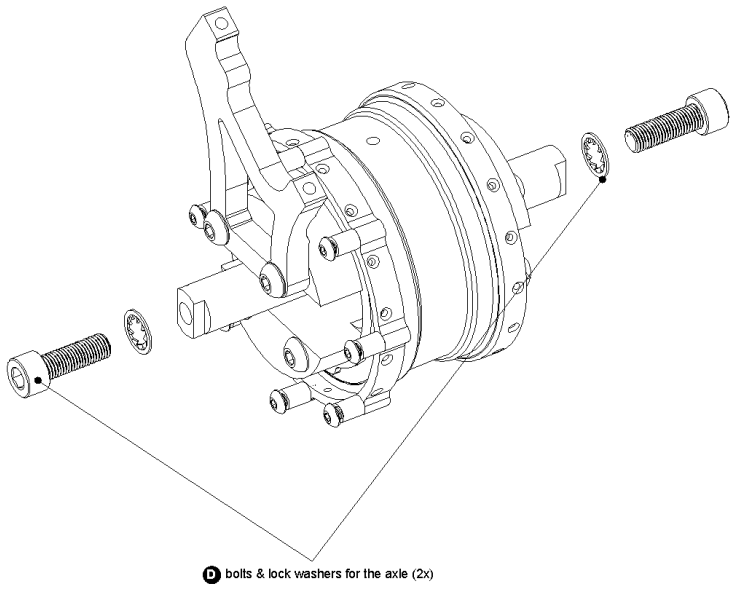
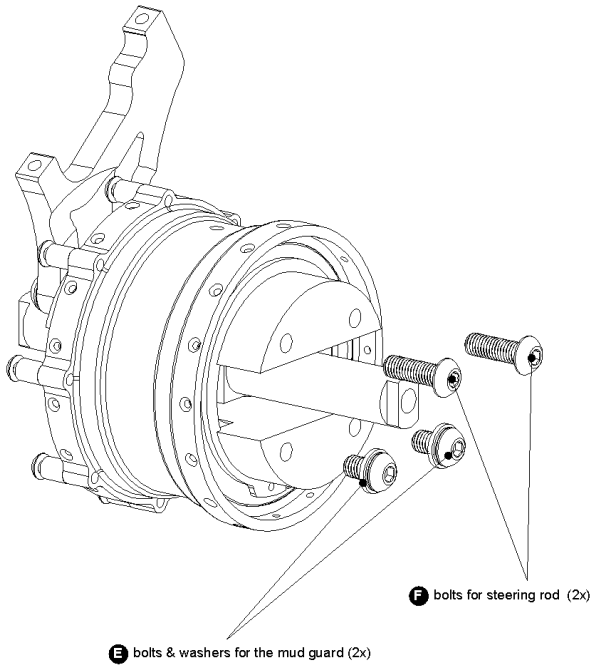


Image 2

D) 2x Din 6798J lock-washer. 2 x Din 912 MF10x1,25x40 mm; torque 43Nm



E) Torque 18Nm
F) Torque 18Nm

Changing the tire

step 1: Remove the 4 M8 bolts and washers of the Mudguard (2x left side 2x right side).
step 2: Remove the 2 steering rod fixture plate bolts M8;
step 3: Remove the axle bolts MF10x1,25 and washers (be aware this is a special thread high grade bolt, only use the original bolts when reinstalling);
step 4: Slide the front wheel out of the frame, be aware that the brake line is still fixed to the ESH© (removing the brake caliper is not needed for changing the tire);
step 5: Replace the front tire/ tube.
Step 6: Slide the front wheel back in the frame similar to how it has been removed (disk caliper mounted upwards and to the right side).
Step 7: Reinstall the front wheel bolts with a new pair of tooth washers and the original M10x1,25 bolts and tighten them with 43Nm on both sides.
Step 8: Reinstall the Steering rod fixture plate bolts and washers and tighten them both with 18Nm (use Loctite 243).
Step 9: Reinstall the 4 mudguard bolts and washers like the original and tighten them both with 18Nm (use Loctite 243) .
Step 10: Turn the wheel to see if everything is running freely.
Step 11: Make a test drive without load to make sure everything is running correct
Step 12: enjoy your ride again:)