



# Installation of the Multistrada V4S Lowering Spring Kit

Multistrada V4S Model Year 2021-2022

Service Repair Bulletin SRV-SRB-21-059

Date: October 25, 2021  
To: Dealer Principal, General Manager, Service Manager, North American Dealer Network  
From: Richard Kenton, Technical Director  
Eric Bradley, Technical Training and Publications Manager

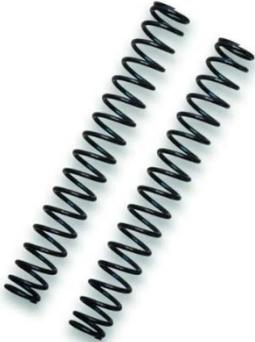
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Dear Dealers,

This document introduces the installation process for the new lowering spring kit for the front fork and rear shock absorber for the Multistrada V4S.

This kit is designed to lower the motorcycle by 20 mm, bringing the seat height to 840 mm, without sacrificing the agility and riding pleasure.

The kit includes:

Fork Springs	Shock Absorber Spring	Side Stand
		

The time required to install the lowered spring kit is approximately                     ).



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## General Notes



### WARNING

Always install the complete kit. Never install the lowered springs on only one part of the suspension.



### WARNING

The lowered springs located inside the front fork must be replaced at the same time as the lowered spring located inside the rear shock absorber.



### WARNING

From the date of introduction of the kit, should you experience any problems with your fork or rear shock absorber, always specify on your Youtech or warranty claim whether the motorcycle is in its original configuration or has the lowered spring kit installed. For this reason, if it is equipped with the Kit, it will be necessary to attach a picture showing the part no. on the rear spring.



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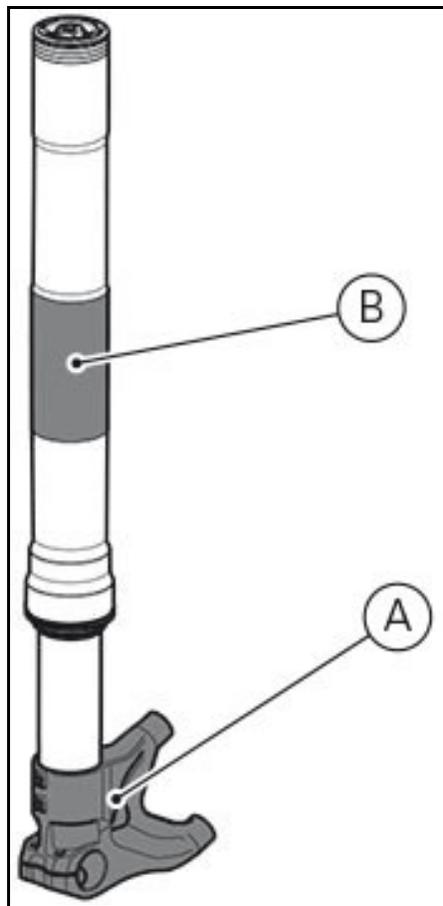
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### WARNING

- Use vice only for those operations strictly requiring it
- Always use a vice with soft jaws
- Never overtighten vice
- Never vice fork parts where even a slight oval could result in part damage or suspension system malfunction

The figure shows areas (A) and (B) recommended to fasten the fork to the vice.



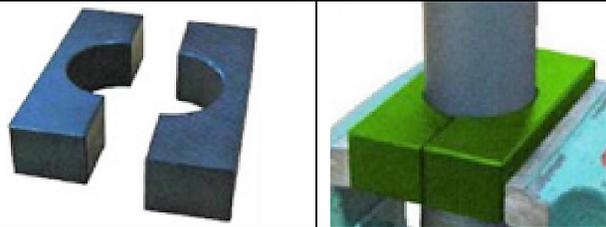


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## Special Tools

Special Tool	Image
<p><u>Fork leg tightening tool</u></p> <p>Part no. 88713.4302</p>	
<p><u>Plug removal/installation tool (LH fork)</u></p> <p>Part no. 88713.0029</p>	
<p><u>Plug removal/installation tool (RH fork)</u></p> <p>Part no. 88713.8848</p>	
<p><u>Fork overhaul tool</u></p> <p>Part no. 88713.3203</p>	
<p><u>Spring hook tool</u></p>	



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## Lowering Kit Installation

### Part 1: Removing the Left Fork Spring

1. Remove both forks (See Sec. 7: "Chassis - Fork - steering head: front fork" of the Workshop Manual).



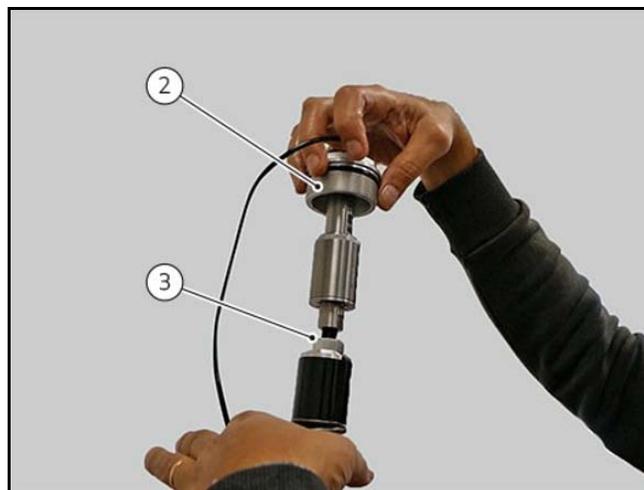
#### WARNING

Use soft or flat aluminum jaw covers on the vice to protect the Fork Leg Tightening Tool **part no. 88713.4302** from damage

2. Use **tool part no. 88713.4302** to secure upper fork leg **(1)** vertically in the vice.
3. Loosen **plug (2)** from **sleeve (1)** using **tool (A) part no. 88713.0029**.
4. Slide the upper leg **(1)** down on the fork



5. Unscrew **plug (2)** while keeping lock **nut (3)**, and remove it from damper rod





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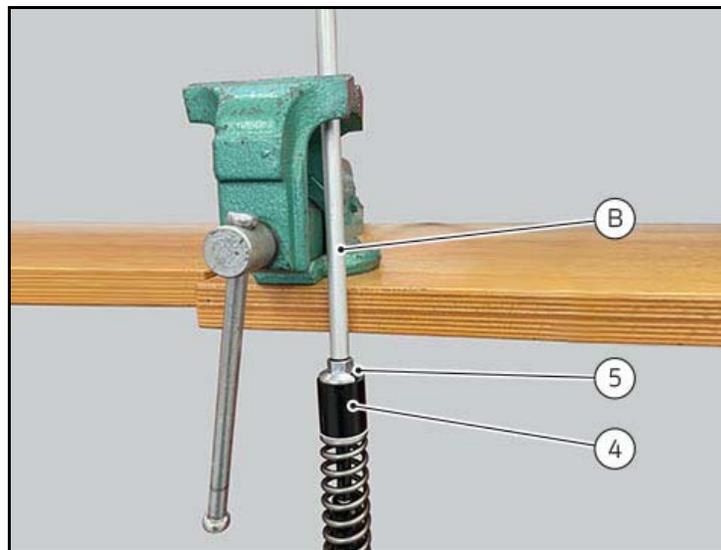
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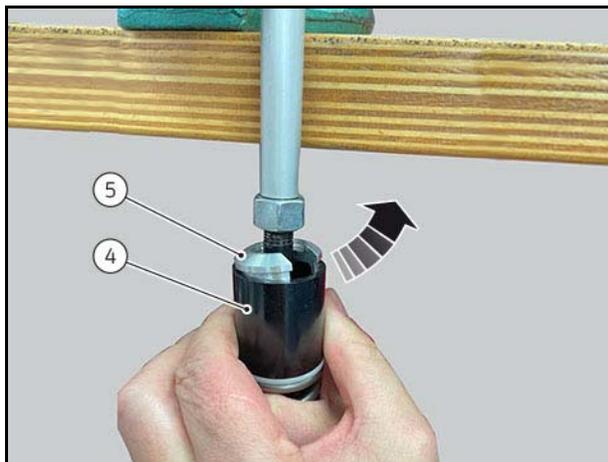
### WARNING

Do not remove oil from the fork leg. Only move the upper leg far enough to access the damper rod

6. Fit tool (B) part no. 88713.3203 on the thread of the damper rod
7. Lock tool (B) in a vice with soft jaw covers to facilitate the removal of the retaining bushing (5)
8. Lower the preload tube (4) and remove the retaining bushing (5) by lifting it from the seat of the preload tube (4), as shown in the figure



9. Slide off the retaining bushing (5) and remove the tool (B)





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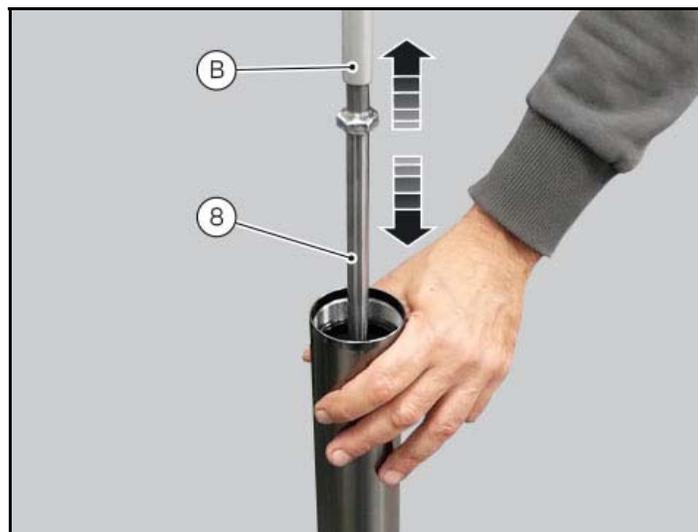
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10. Remove the preload tube (4), the centering bush (6) and the spring (7)



### Part 2: Refitting the LH Fork with Lowered Spring

1. Lower the fork outer sleeve
2. Refit **tool (B)** part no. **88713.3203** on the thread of the damper rod
3. Slowly operate the **damper rod (8)** repeatedly to allow the fluid to fill the entire internal volume of the cartridge



#### NOTE

During this operation, pay attention to the fluid coming out of the upper hole of the damper rod.



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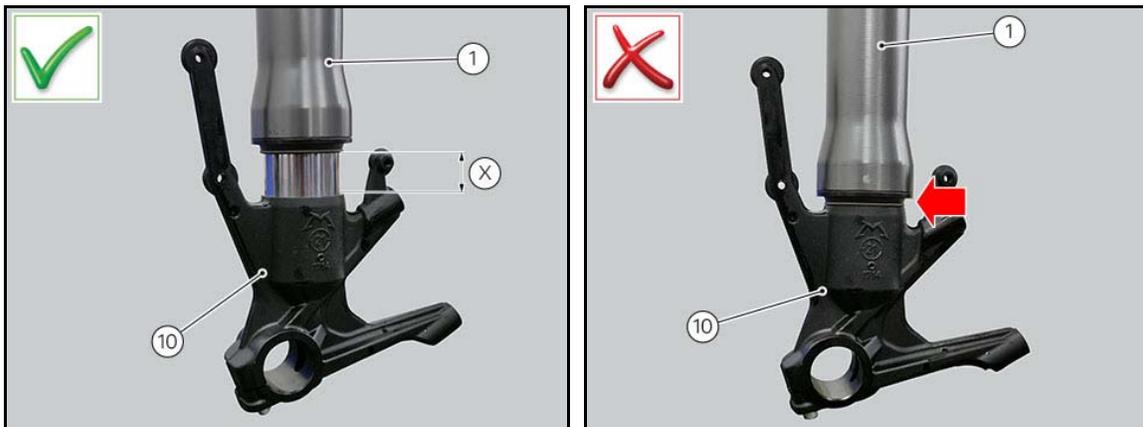
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4. Make sure that **pad (9)** is present inside **sleeve (1)**



5. **Pad (9)** acts as a stopper. The presence of **pad (9)** prevents the sleeve from coming into contact with the fork bottom end
6. Lower the **sleeve (1)** to the end of its stroke, as shown in the figure
7. Make sure that the distance (X) between **fork leg sleeve (1)** and **fork bottom end (10)** is **27 mm (1.06 in)**, as shown in the figure
8. Make sure that the **fork leg (1)** is not bottomed out on **fork bottom end (10)**, as shown in the figure



### WARNING

Be very careful not to let the fluid contained in the fork to leak. In case of fluid leakage, restore the amount of fluid in the fork leg.



### WARNING

The correct quantity of fluid inside the fork leg can be checked only after having carried out these operations.

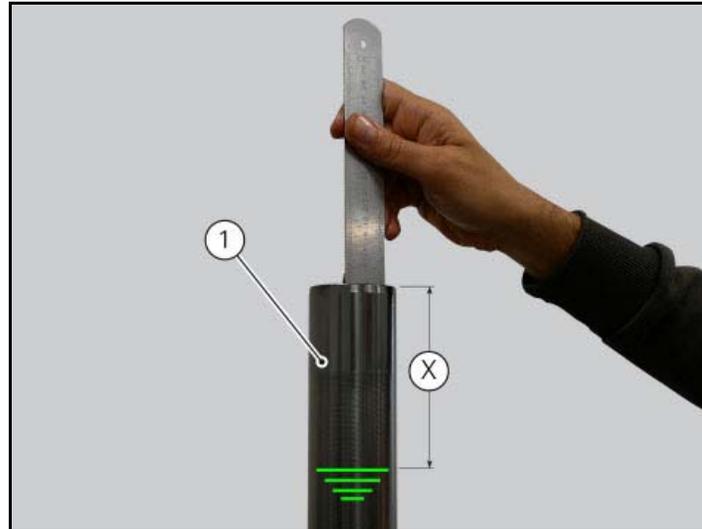


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9. Move **damper rod (8)** down to the end of its stroke; check that the level of fluid contained inside the fork with respect to the edge of **sleeve (1)** is **(X) = 120 mm (4,72 in)**



10. Should it be necessary to remove any excess fluid, proceed as shown in the figure below. Check again that you have reached the correct amount of fluid that must be present inside the leg.





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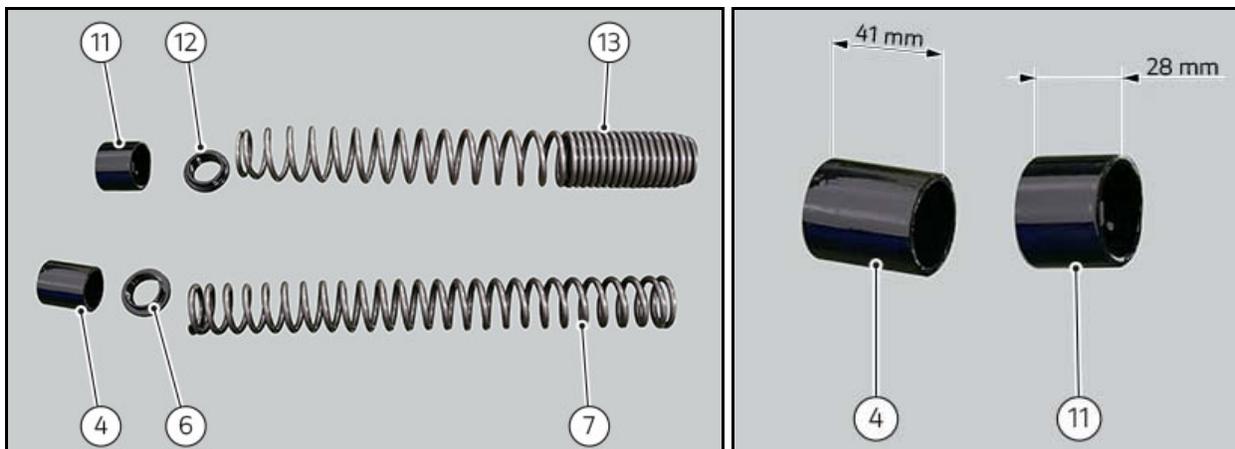


### NOTE

The figure shows the differences between the original components in the fork and the components of the "Lowered spring kit".

The lowered spring assembly consists of:

- **Preload tube (11):** is **L=28 mm (1.10 in)** long, compared to the original **preload tube (4)** which is **L=41 mm (1.16 in)** long
- **Centering bushing (12):** has the same shape of the original **centering bushing (6)**
- **The lowered spring (13)** has a different shape and length than the original **spring (7)**

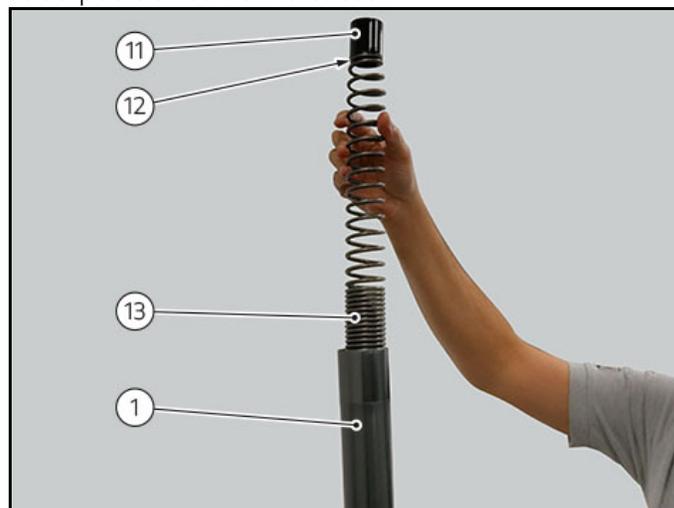


Insert the lowered spring assembly, consisting of **preload tube (11)**, **centering bushing (12)** and **lowered spring (13)**, inside sleeve (1). Aim spring as shown in the figure, with the closest coils facing fork bottom ends.



### WARNING

The spring must be positioned as indicated.



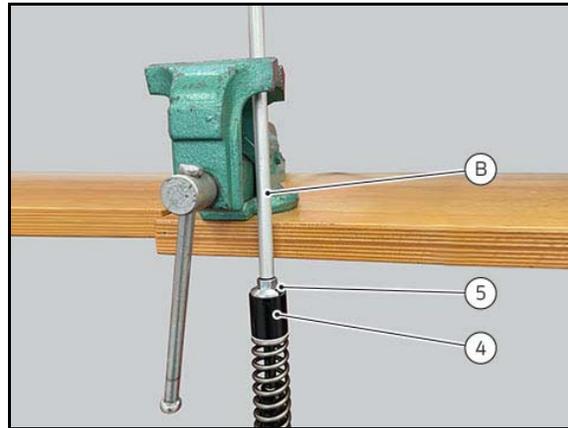
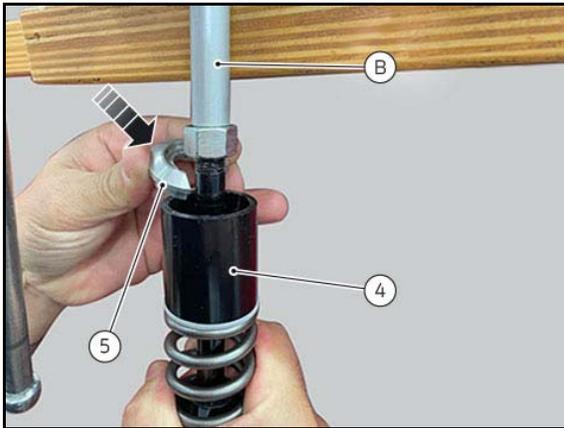


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11. Fit tool (B) part no. 88713.3203 on the thread of the damper rod
12. Lock tool (B) in a vice to facilitate the insertion of the retaining bushing (5)
13. Lower the preload tube (11) and refit the retaining bushing (5), using its recess
14. Remove tool (B) part no. 88713.3203



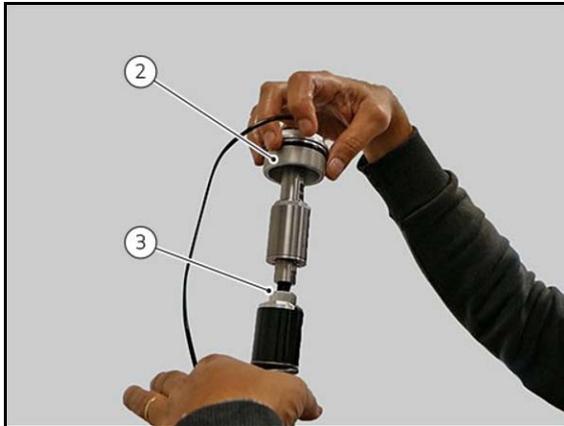


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15. Drive **nut (3)** fully home on damper rod
16. Screw the **plug (2)** until it is fully home on the damper rod
17. Screw **nut (3)** fully home on the **plug (2)**
18. Tighten the **nut (3)** to  $15 \text{ Nm} \pm 10\%$  while holding the **plug (2)**



19. Tighten **plug (2)** on the **upper fork leg (1)**
20. Use **tool (A)** part no. 88713.4302 to tighten plug (2) to  $20 \text{ Nm} \pm 10\%$ .



### WARNING

Make sure not to exert any pressure on fork leg when tightening plug to prevent extra air inside the fork leg.



### WARNING

Never tighten the plug (2) with the fork leg resting on the ground in compression. The tightening must always be carried out with leg on the vice.



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21. Refit the left fork (See Sec. 7: "Chassis - Fork - steering head: front fork" of the Workshop Manual).

### Part 3: Removing the Right Fork Spring

1. Protect the flat of the **adjuster (A)** on the **plug (2)** with adhesive tape. Reduce the spring preload, by loosening **adjuster (A)** by 5 turns anticlockwise, until fully home. Remove the adhesive tape from the flat of the **adjuster (12)**. Restore the 5 preload turns during refitting.



#### WARNING

Use soft or flat aluminum jaw covers on the vice to protect the Fork Leg Tightening Tool part no. **88713.4302** from damage.

2. Use **tool part no. 88713.4302** to secure the upper fork leg **(1)** vertically in the vice
3. Loosen **plug (2)** from the upper fork leg **(1)** using **tool (B) part no. 88713.884**





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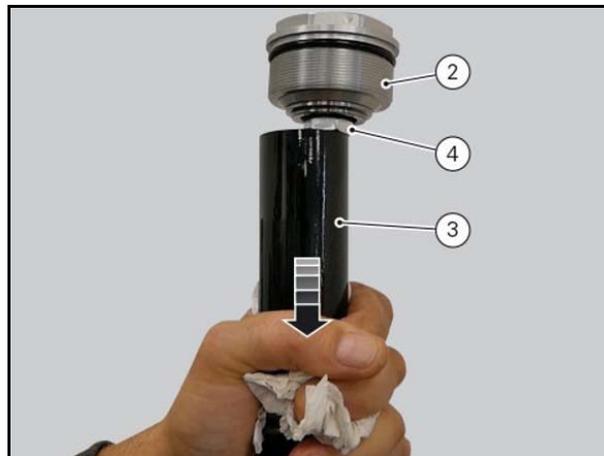
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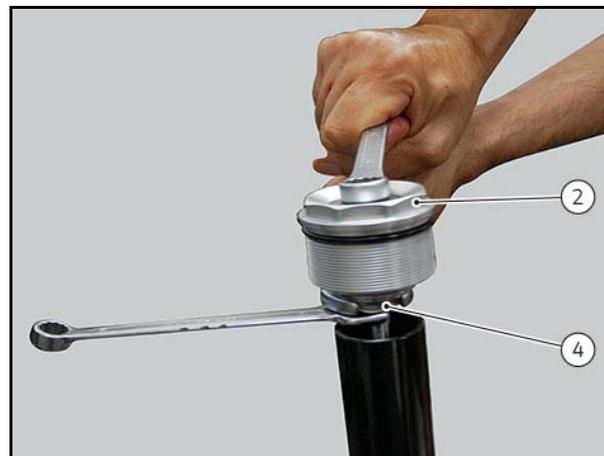
4. Lower the upper fork leg (1) to the end of its stroke and as shown in the figure



5. Lower preload tube (3) until nut (4) is visible



6. Work on plug (2) while keeping nut (4) to loosen and remove plug (2)



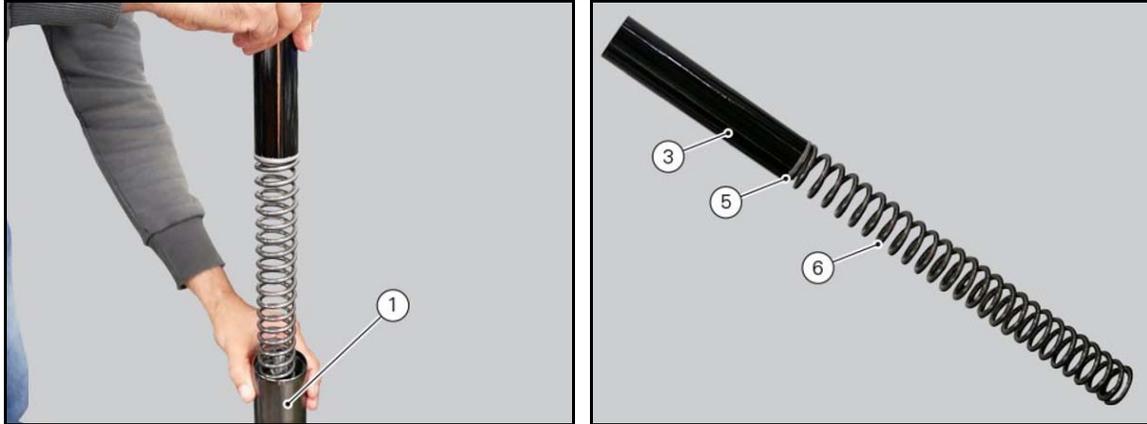


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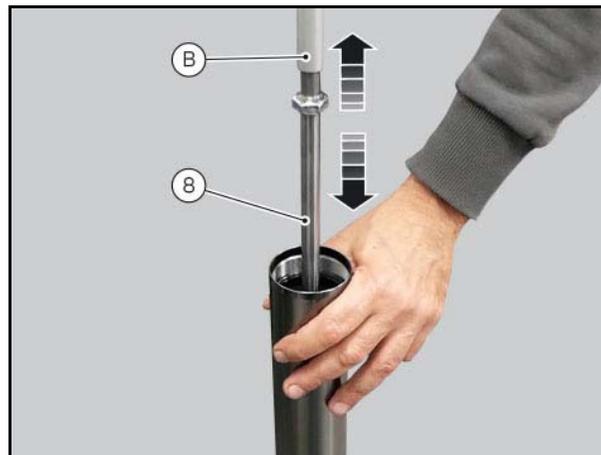
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7. Remove the fork spring assembly from **sleeve (1)**, consisting of **preload tube (3)**, **centering bushing (5)** and **spring (6)**.



### Part 4: Refitting the RH fork with the Lowered Spring

1. Fit in the **damper rod (8)** the tool **(C)** part no. **88713.3203**
2. Operate the **damper rod (8)** repeatedly to allow the fluid to fill the entire internal volume of the cartridge



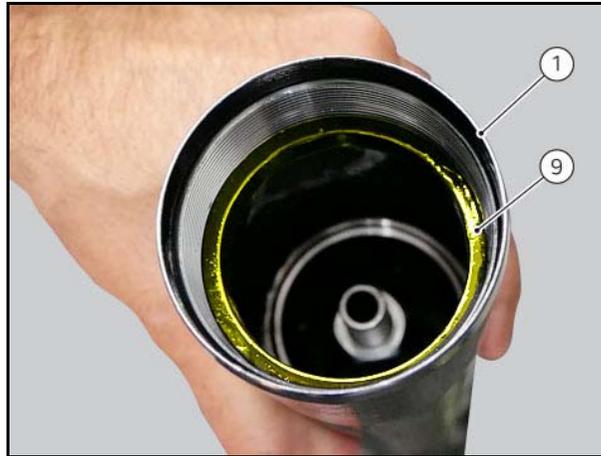


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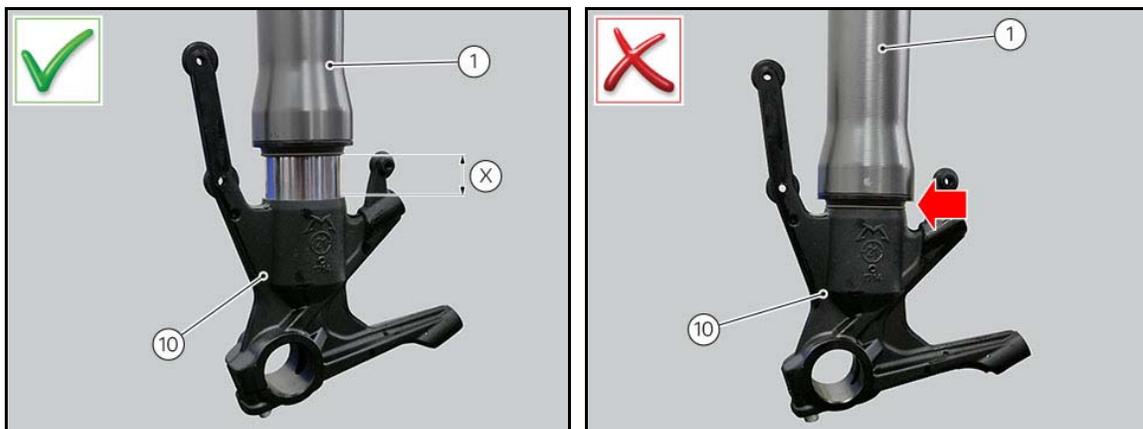
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3. Make sure that **pad (9)** is present inside **sleeve (1)**



4. Make sure that the distance (X) between fork leg **sleeve (1)** and **fork bottom end (10)** is **27 mm (1.06 in)**, as shown in the figure.
5. Make sure that the **fork leg (1)** is not bottomed out on **fork bottom end (10)**, as shown in the figure.



### WARNING

Be very careful not to let the fluid contained in the fork to leak. In case of fluid leakage, restore the amount of fluid in the fork leg.



### WARNING

The correct quantity of fluid inside the fork leg can be checked only after having carried out these operations.

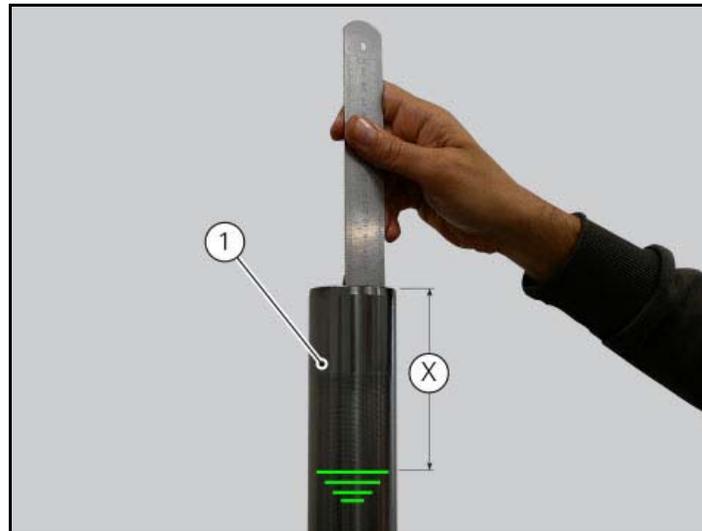


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6. Move **damper rod (8)** down to the end of its stroke; check that the level of fluid contained inside the fork with respect to the edge of **sleeve (1)** is **(X) = 130 mm (5,12 in)**



7. Should it be necessary to remove any excess fluid, proceed as shown in the figure. Check again that you have reached the correct amount of fluid that must be present inside leg.





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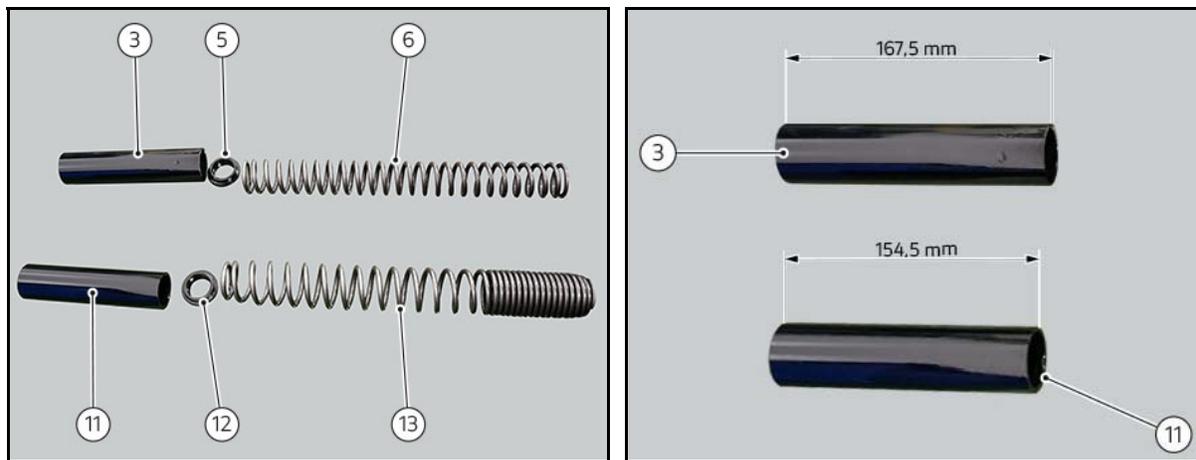


### NOTE

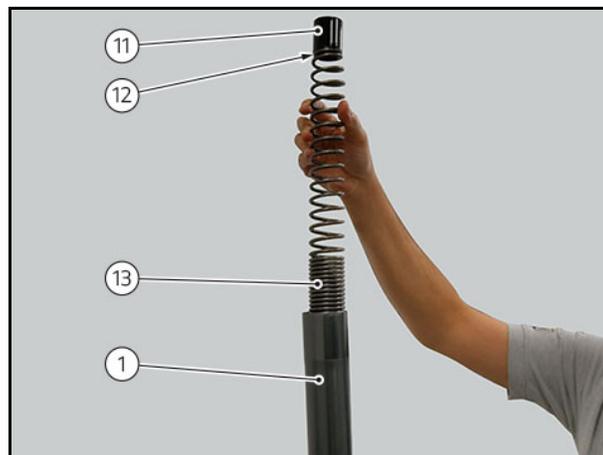
The figure shows the differences between the original components in the fork and the components of the "Lowered spring kit".

The lowered spring assembly consists of:

- **Preload tube (11):** is **L=154.4 mm (6.08 in)** long, compared to the **preload tube (3)** fitted on the original fork which is **L=167.5 mm (6.59 in)** long.
- **Centering bushing (12):** has the same shape of the original **centering bushing (5)**.
- **The lowered spring (13)** has a different shape and length than the original **spring (6)**.



8. Insert the lowered spring assembly, consisting of **preload tube (11)**, **centering bushing (12)** and **lowered spring (13)**, inside **sleeve (1)**. Aim spring as shown in the figure.





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9. Make sure that **nut (4)** is fully home on damper rod
10. Lower **preload tube (11)** and remove **tool (C)** part no. 88713.3203



11. Screw the **plug (2)** until it is fully home on the damper rod
12. Screw **nut (4)** fully home on the **plug (2)**
13. Tighten **nut (4)** to **15 Nm  $\pm$  10%** while holding **plug (2)** with **tool part no. 88713.8848**





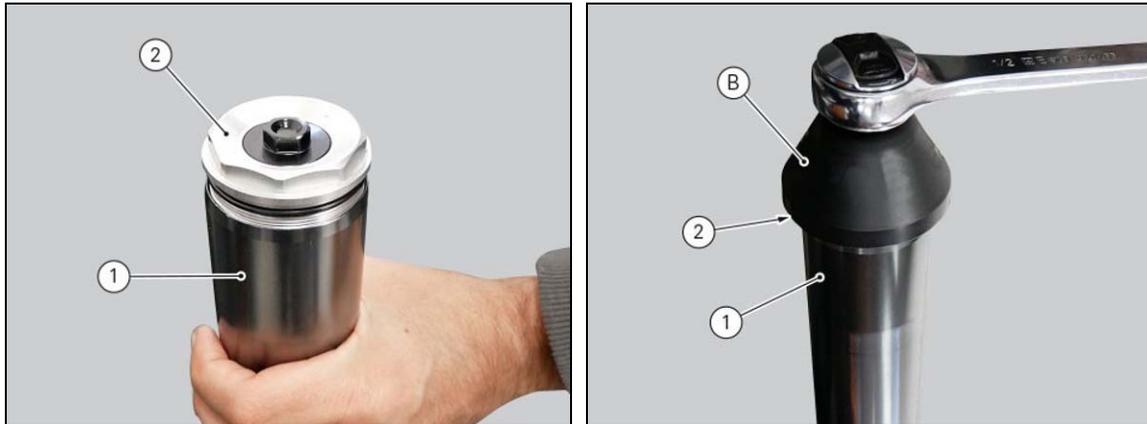
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14. Tighten **plug (2)** on **sleeve (1)**

15. Use **tool part no. 88713.8848** to tighten **plug (2)** to **20 Nm  $\pm$  10%**



### WARNING

Make sure not to exert any pressure on fork leg when tightening plug, so as not to create air inside sleeve.

16. Protect the flat of the **adjuster (A)** on the **plug (2)** with adhesive tape

17. Preload spring, screwing the **adjuster (A)** clockwise by five turns

18. Remove the adhesive tape from the flat of the **adjuster (A)**



### WARNING

Never tighten the plug (2) with the fork leg resting on the ground in compression. The tightening must always be carried out with leg on the vice.

19. Refit the right fork (See Sec. 7: "Chassis - Fork - steering head: front fork" of the Workshop Manual).



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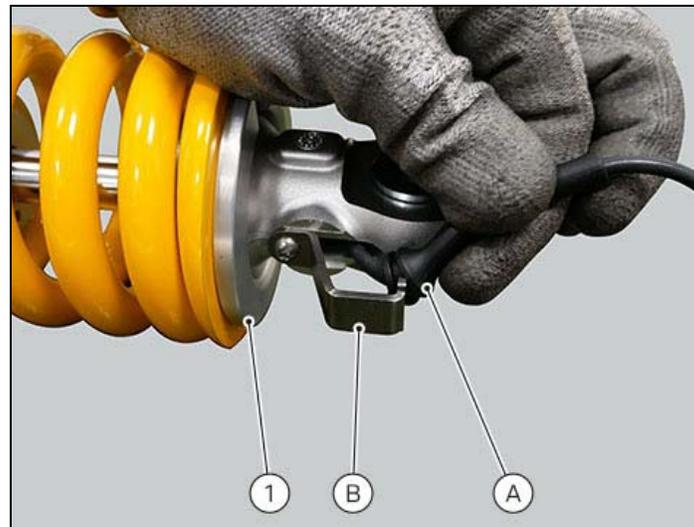
### Part 5: Removing the Rear Shock Absorber Spring



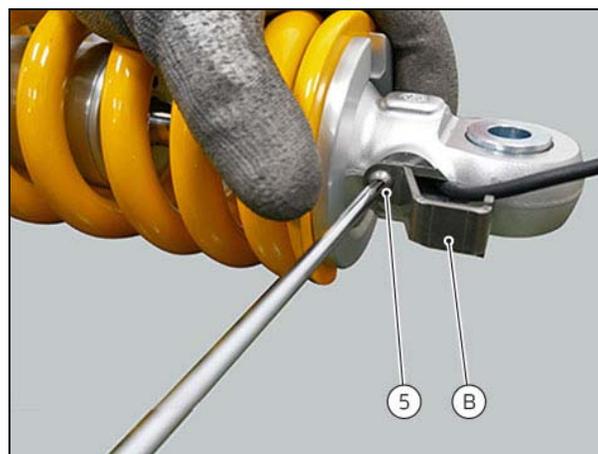
#### NOTE

Using the special function of the instrument panel, set the rear shock absorber preload at the minimum possible level.

1. Remove the rear shock absorber (See Sec. 7: "Chassis – Rear shock absorber assembly" of the Workshop Manual)
2. Release **cap (A)** from **plate (B)** of the **rear shock absorber (1)**
3. Slide **cap (A)** on wiring and away from the rear shock absorber, taking care not to pull too much on the harness, which could be damaged



4. Loosen **screw (5)** and remove **plate (B)**





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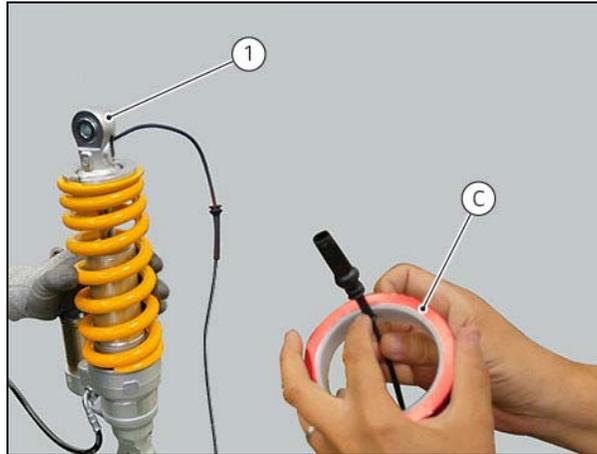
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### NOTE

Before assembling the rear shock absorber (1) on spring removal tool, insert the wiring inside spacer (C) to avoid squeezing it during refitting.



### NOTE

Use a press with suitable spacers made of non-ferrous material, which could scratch the spring causing it to rust. We recommend the use of Teflon spacers like the reference one (C).

5. Insert **spacer (C)** on rear shock absorber, as shown in the figure



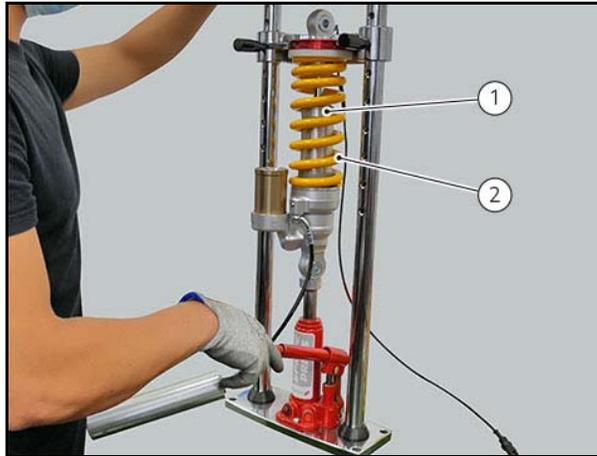


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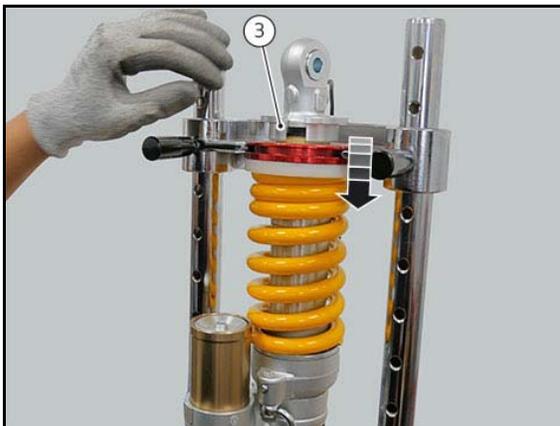
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6. Fit the **rear shock absorber (1)** on the special spring removal tool, and compress **spring (2)** just enough to remove **plate (3)**



7. Lower **plate (3)** by hand and slide it out, as shown in the figure



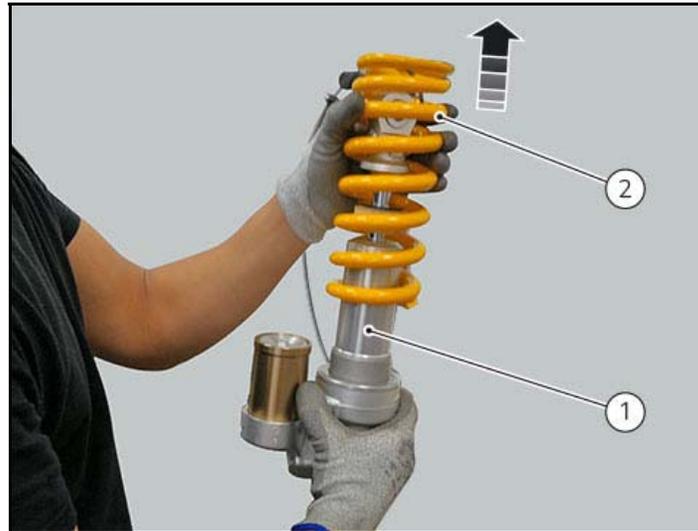


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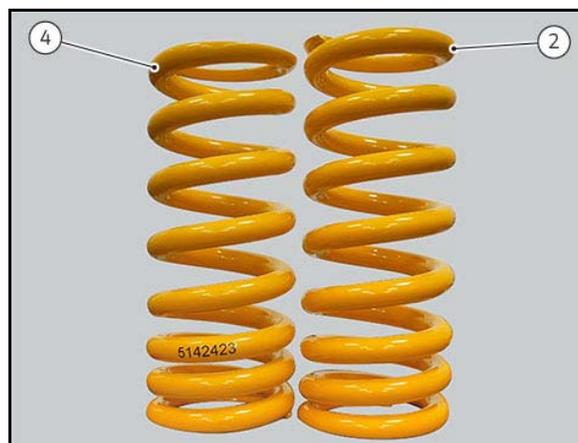
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8. Decompress the rear shock absorber (1) and remove it from the spring removal tool
9. Remove spring (2) from rear shock absorber (1)



### Part 6: Fitting the Rear Shock Absorber Lowered Spring

The figure shows the difference in length between the lowered spring (4) supplied with the kit and the spring (2) of the original shock absorber.



During refitting, aim spring (4) with the narrower coils facing upwards.



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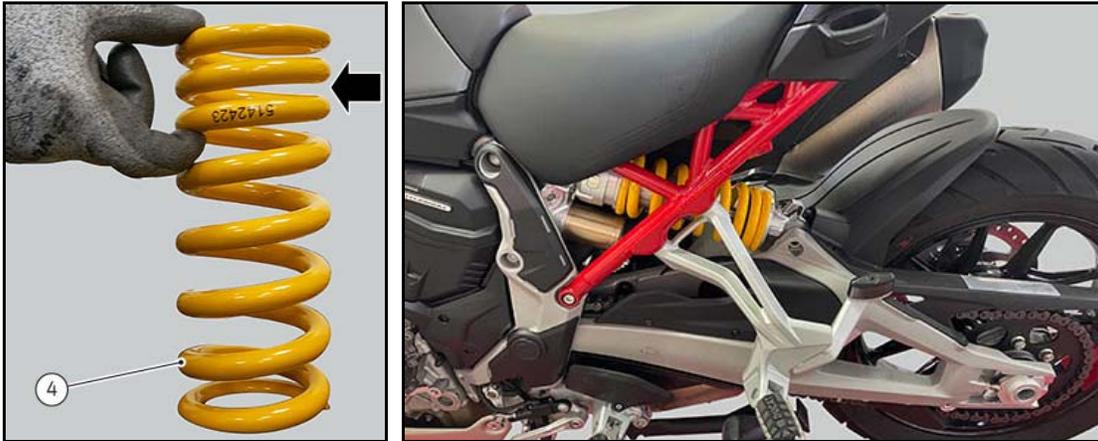
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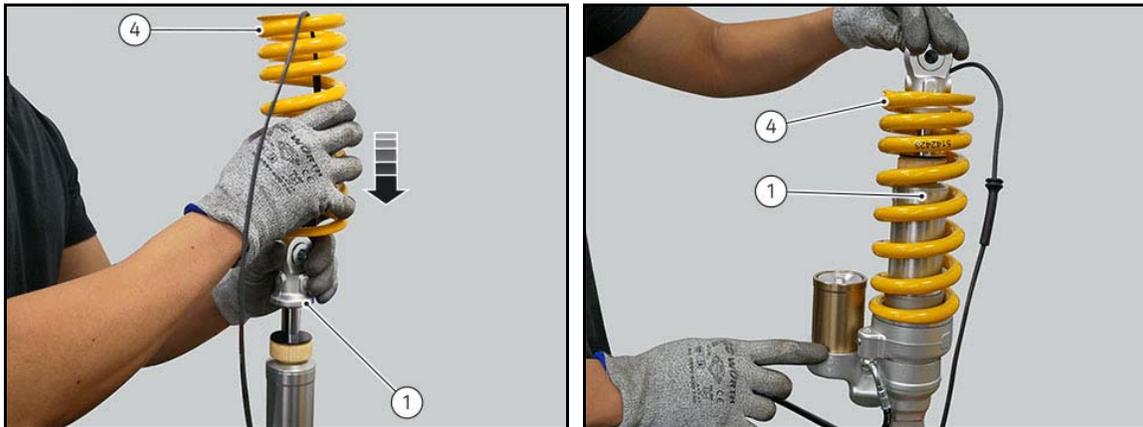


## NOTE

Once the rear shock absorber has been refitted on motorcycle, the narrower coils will face downwards.



1. Fit the lowered spring (4) on the rear shock absorber (1)



2. Aim spring (4) cut (D) as shown in the figure



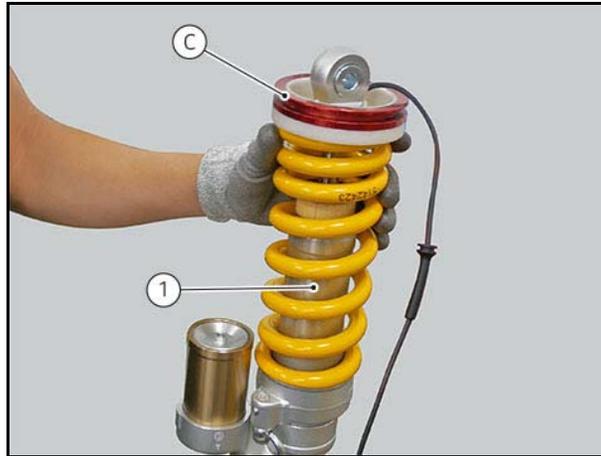


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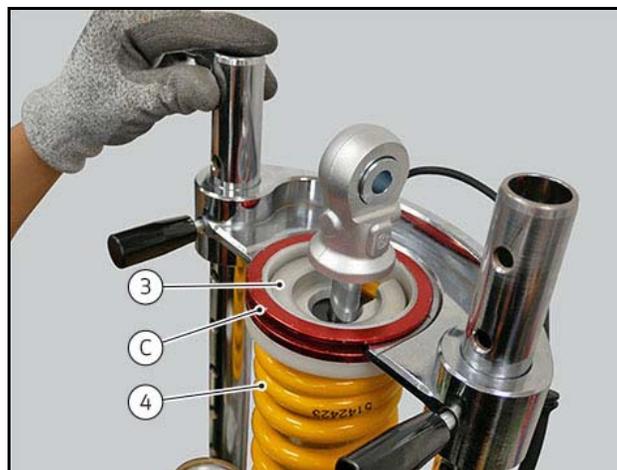
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3. Insert spacer (C) on rear shock absorber (1), as shown in the figure



4. Assemble the rear shock absorber (1) on the special spring removal tool, and compress spring (4) just enough to insert plate (3)





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5. Decompress the rear shock absorber (1) and remove it from the spring removal tool.

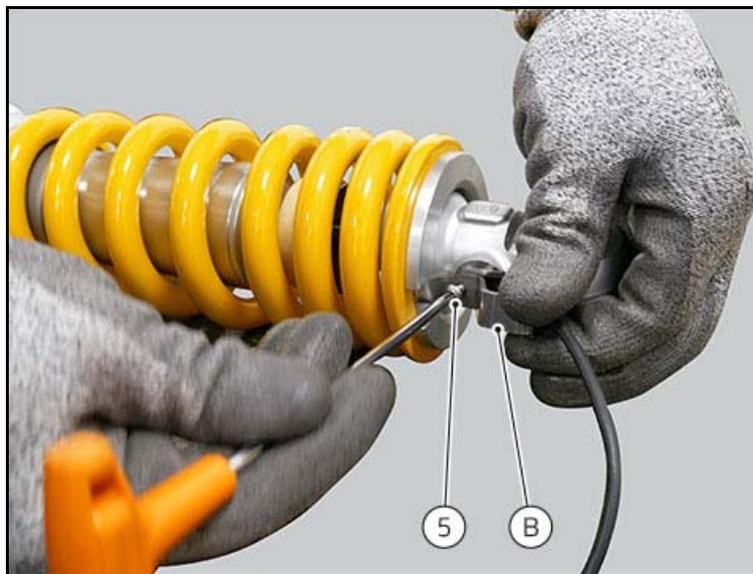


### WARNING

Make sure that plate recess is positioned on spring flat surface, taking care not to make it match with the spring cut.



6. Refit plate (B) by tightening screw (5) to  $3 \text{ Nm} \pm 10\%$



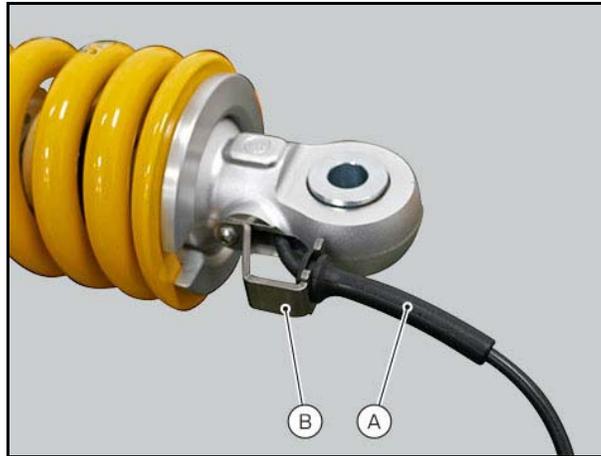


## Installation of the Multistrada V4S Lowering Spring Kit

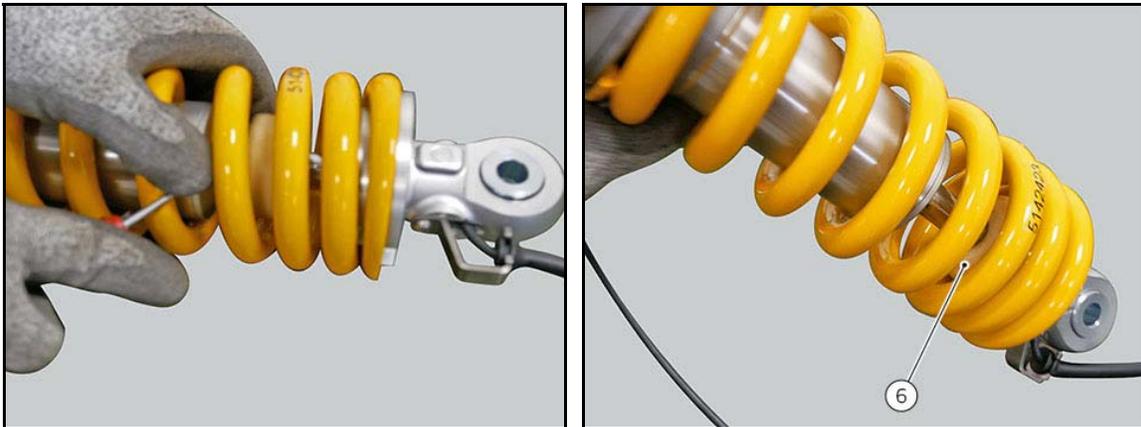
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7. Reposition **cap (A)** inside **plate (B)** of the rear shock absorber



8. Drive **pad (6)** fully home



9. Refit the rear shock absorber (See Sec. 7: "Chassis – Rear shock absorber assembly" of the Workshop Manual).



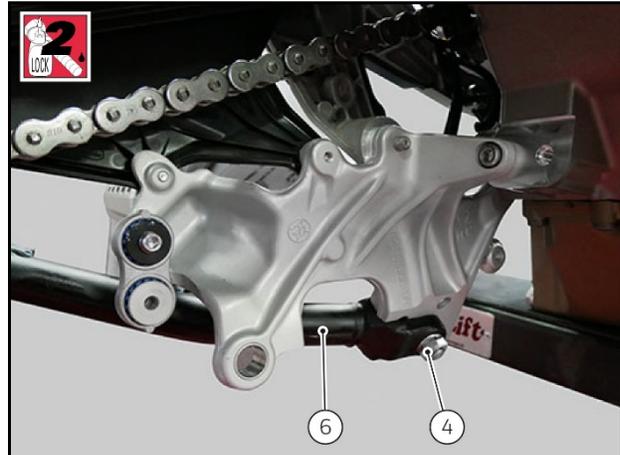
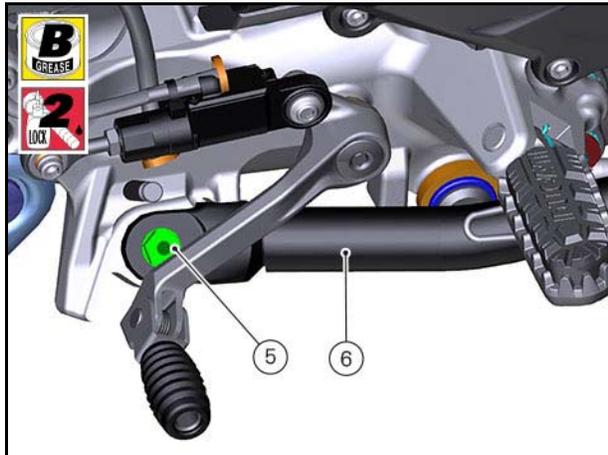
## Installation of the Multistrada V4S Lowering Spring Kit

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### Part 7: Lowered Side Stand Installation

1. Remove the side stand (see Sec. 7: "Chassis - Stands" of the Workshop Manual).
2. Locate the Lowered side stand kit part
3. Apply the specified grease to the mating surfaces involved in the assembly operations, between LH front footpeg holder plate and **side stand (6)**
4. Apply the specified grease to the stem and under head of **special screw (5)**
5. Apply indicated threadlocker to the thread of **special screw (5)**
6. Refit **side stand (6)** on LH front footpeg holder plate and start **special screw (5)**
7. Tighten **special screw (5)** to  $35 \text{ Nm} \pm 5\%$
8. On the opposite side, apply the indicated threadlocker to **nut (4)** and screw it on the thread of **special screw (5)**
9. Tighten **nut (4)** to  $35 \text{ Nm} \pm 5\%$



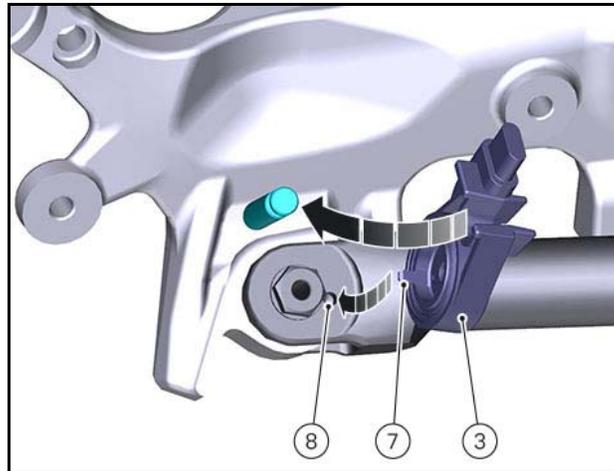


## Installation of the Multistrada V4S Lowering Spring Kit

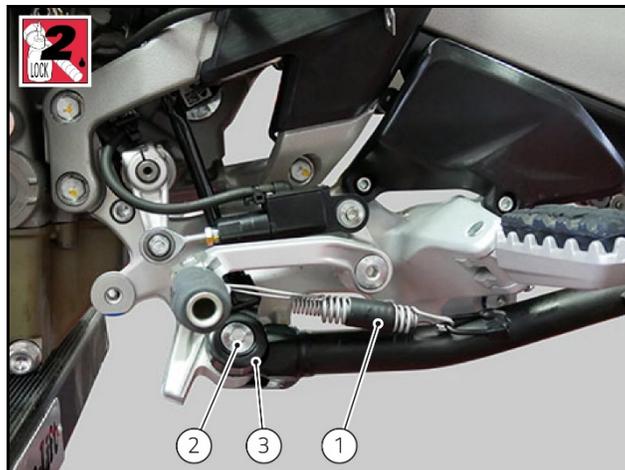
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10. Set **switch (3)** on the side stand with **timing pin (7)** into **hole (8)** on the stand



11. Check that the threadlocker is still present on **screw (2)**. Otherwise, use the specified threadlocker
12. Tighten the **side stand sensor (3)** retaining **screw (2)** to  $5 \text{ Nm} \pm 10\%$
13. Fit springs (1)



14. Check that the side stand moves freely
15. Check the correct operation of the safety switch
16. Remove the rear paddock stand.

For questions about this Service Bulletin,  
please contact your Service Area Manager.