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DUCATI MULTISTRADA 1200 DVT 2015 to 2018

FRONT

The forks on the Multistrada 1200 DVT are Marzocchi upside down forks. Externally they look like very good quality forks, but internally they are very cheap and do have problems.

The forks have a lot compression damping, especially when they move a small distance - over little bumps on the road. This shows itself by giving a very hard and twitchy ride. The springs in the forks are too soft so the bike dives a bit under braking. The Multistrada forks also spring back at you when you let go of the brake, this is because there is not enough rebound damping. A lot of people also describe the front as being "vague" and not getting much feedback from the front end, this is a combination of the forks being over damped on compression and under damped on rebound and under sprung. The range of damping adjustment in the rebound and compression screws is very poor. When you change the damping adjusters you do not notice any real difference in the performance unless you go from maximum to minimum.

Unfortunately the original damping cartridges are sealed, everything is pressed and peened together so you can not strip them down without damaging the cartridges. Because of this we recommend replacment Maxton cartridges.

We have two options for Maxton replacment cartridges. Both designs of Maxton cartridge lower the ride height by 10mm, this helps the bike turn quicker and hold a better line out of corners. It also helps prevent the bike wheeling as much.

OPTION 1 - GP20 CARTRIDGES

The Maxton GP20 fork cartridges are a modern design damping system with pistons and shim stacks on the compression stroke and rebound stroke. Theywork as a matched pair, this means they have rebound damping and compression damping in both legs. The GP20 cartridges are built to order so we valve and spring them to suit your rider weight and what you are using the bike for. The damping inside the cartridges is progressive, this means the first part of the travel is soft and compliant, but the faster and further the forks move the more support and control the forks have. This means the forks will absorb small bumps in the road but under heavy braking they have support and also control when you let go of the brake. We fit springs to the GP20 cartridges to suit your rider weight and what you are using the bike for.

We supply the GP20 cartridges with new Maxton fork tops. We have two different fork tops with different levels of adjustment.

To supply GP20 fork cartridges with Maxton fork tops adjustable for rebound damping and preload costs £555.00 + V.A.T per pair.

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To supply GP20 fork cartridges with Maxton fork tops adjustable for rebound damping only costs £405.00 + V.A.T per pair.

For us to strip your forks, remove the original internals, service the sliders with new fork seals and rebuild them with GP20 fork cartridges costs an extra £155.00 + V.A.T per pair. We can supply the GP20 cartridges as a 'kit', but we expect anybody fitting them to have had experience of working on front forks in the past. The cartridges only comes with basic fitting instructions.

OPTION 2 - SD25 CARTRIDGES

The SD25 cartridge is our replacement 'Separate Damping' cartridge. It's a cartridge with rebound damping in the right leg, compression damping in the left leg and springs in both legs. This means the cartridges are fully adjustable for rebound damping, compression damping and preload. The Separate damping system improves oil flow around the cartridge, improving damping performance and the action of the fork. You can read more about the specification of the SD25 cartridges on our website at www.maxtonsuspension.co.uk/files/sd25.html

The SD25 fork cartridges are built to order, so like the GP20 cartridges we valve and spring them to suit your rider weight and what you are using the bike for.

We supply the SD25 cartridges with new Maxton fork tops. There are two types of fork top we supply for the Scrambler fork :

To supply SD25 fork cartridges with Maxton fork tops adjustable for rebound damping, compression damping and preload costs £675.00 + V.A.T per pair.

To supply SD25 fork cartridges with Maxton fork tops adjustable for rebound damping and compression damping costs £520.00 + V.A.T per pair.

For us to strip your forks, remove the original internals, service the sliders with new fork seals and rebuild them with SD25 fork cartridges costs an extra £155.00 + V.A.T per pair. We expect anybody fitting Maxton cartridges to have had experience of working on front forks in the past. The cartridge only comes with basic fitting instructions.

REAR

The standard rear unit on the Multistrada is an Sachs unit. The Sachs unit has three problems on the bike : one is the spring is too soft, so under power the rear of the bike can 'squat' too much causing it to run wide out of corners. The second problem is that there is too much low speed compression valved into the shock absorber which makes the general ride quality very 'harsh' and 'hard'. The third problem is there is not enough rebound damping, so even though the std spring is too soft the rear of the bike can feel very like a 'pogostick' making the rear of the bike return very quickly.

Although we would not recommend it we can fit a harder spring to the standard unit, but this will make the ride feel harsher and make the rebound damping problem worse. To respring the Sachs unit and dyno the shock (to set the damping adjusters to as good a base setting as possible) costs £95.00 + V.A.T. The unit is a cheap unit and not rebuildable as you can not buy any genuine parts for the shock absorber.

The best solution to the rear handling problems is to replace the rear shock absorber. We supply a NR4 unit which costs £460.00 + V.A.T. The unit is adjustable for rebound damping, compression damping, preload and ride height adjustment. The unit is built to order so we valve and spring the unit to suit your rider weight and what you use the bike for, we then set all the adjusters on the unit to a base setting for you.