Fourche showa

Well after much post reading and conferring with JBC I have finally struck a deal for a set of RSV forks.
Here is what I am getting:
"Yes, that would work. And the bonus is that the showas have the gold racetech valves installed and the racetech stack/diaphram is set for street application (e.g., you could replace the diaphram in the shim stack and drill a smaller hole for race application to get the fork oil moving slower for smoother surfaces - for the street, the oil needs to move to absorb the bumps of the average road).
I'll send the stock valves along as well and the racetech spring and seals you see listed in my ad. The seals will come in handy if you want to keep everything fresh in a year or so. I also have the pre-load adjusters too that I will throw in (http://www.af1racing.com/store/Scrip...?idproduct=815)

The fork oil was changed in winter 2005 by a reputable Ohlins technician, but they went into storage after I stumbled upon the Ohlins forks in spring 2005 (same you see for sale in the ad). Those are now being replaced with the Ohlins gas forks (FG670).
showa forks, with the racetech valves installed and what you see in the ad (springs, seals)
brembo callipers with new, stock brembo pads
stock brake line
rotors - no rotor bolts (these are the sunstar rotors - very common on the jap bikes and Japanese made. Some 04s came with the cheap Brembos, but the sunstars are just as good and a good street application)
The right fork has a small nick from a mate putting the bike up on the stand. Would you like a picture first? It is only noticeable if you bend down to look at it. There are no other scratches, dings on either fork."
Any thoughts or suggestions are much appreciated concerning this setup.

Here a couple photos of mine also with Sunstar 320mm rotors and Brembo 4 pads. (Mine's in the foreground.) The forks are from a Tuono and were 13mm shorter. I don't remember if RSV forks are. Either way, it actually works out better 'cause most of us slide the forks up in the trees anyway. Now I don't have to. FWIW, the RST stock brake lines wont work because of the banjo angles but I think you're OK with the RSV ones if you've got the length. The only negative on this mod is it's a little harder to get air in the front tire especially at a gas station, but don't worry it's worth the trouble.
PM me anytime if you have any questions or problems, but it's a pretty straight forward swap. I posted a lot on this so there's a bunch of stuff here too.
While I didn't have any way or time to weigh the 298mm and 320mm rotors, in handling them the weight between the two seems negligible.

The difference in length between the RSVR and Futura forks is 9.52mm, within a couple mm. This means that by switching the two forks out the steering has been quickened the same as if I had installed Helibars. As Helibars require the forks to be slid 10mm.

Neither the stock Futura brake line nor the RSVR brake line will work if you switch to the 4 pad (RSVR) callipers. However the stock 2 pad Futura callipers will work with the new 320mm rotors. This may be a result of the mounting position of the new forks. I have rolled the bike back and forth while applying the front brake to note the "bite" area. It is no different than that shown in Fixer pictures earlier in this thread.

The preload adjuster that mount on top of the forks will not work as there is interference with both the master cylinder (clutch and brake) and the banjos.

If anyone else has something they want me to look at give me a shout.
Actually you only move the fork tubes up 5-6mm when installing the Heli-Bars not 10mm.
JBC and I discussed this at great length and came to this conclusion: Either our bikes were originally set up very differently or the instructions from Heli changed at some point.
The instructions from http://www.helibars.com/install/aprilia/HB2302.html says:
#5 "Carefully raise both fork tubes in the triple clamp so that exactly 1 ½" height is achieved. Measure from the top of the triple clamp to the top of the fork tube cap (not the adjuster area). Retorque the triple clamp pinch bolts to factory specifications. "
To get 1 1/2" to show that puts the top of the tube cap flush with the top of the Heli Bar. Mine were installed this way and the forks were raised 10mm (13/32") Jim's were only raised about 5mm and so there is a gap between the top of the tube and the top of the Heli.
What do yours look like? Is there a cavity between the top of the tube and the top of the clamp?
Maybe something gets lost in the metric to standard conversion?
I got 13mm (1/2") shorter, on my Tuono forks, not 10mm like I quoted earlier...sorry for the goof. changed it.
Are you referring to the difference between Tuono and Futura forks?
The best measurement I could come up with was 3/8" give or take a 32nd (old tape w/a little wear). Converting that to mm I came up with 9.52mm and it is probably more like 10mm given the slack in my tape.
Here's a shot of my bike with one of each type of fork installed, just for the hell of it.
The axle is installed... they are both line up at the wheel. No problem getting to the preload on either side. Do you the have the masters tilted forwards or something? I rode with the old twin pin callipers for some time before I got the 4 pad set up. Stopping power was on par with the 4 pad. It's the bigger rotors that make the difference.

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That's at least the 3rd version of the Futura install they've come up with. Evidently their lawyers get more nervous each year. I believe my Helis are the second ones they sold for the Futura & at that time they said 5-6mm would do it. I have an approx 3mm gap between the top of the fork tube & the top edge of the Helis. Both Heli clamp bolts are firmly squeezing the tube which is all that is required. The further you raise the tubes the more you take away from their 1.75" claimed rise.

Finally got around to doing the fork swap last night. Didn't think to take pics of the job until the lions share of the work was done. So here are some pics of the outcome.
One thing I found that I hadn't seen mentioned in the previous posts on this subject is that the Mille fork is 13mm shorter than the Futura. Not a Problem just an observance. I was going to pull the forks up 4mm anyhow so I just had to calculate how much fork tube to be above the top tripleclamp.Wound up being 19mm or 4.5 scribes. The stock distance on my bike was 28mm. So 28-13+4=19. Did a quick run last night to bed the brakes, felt good but needs some fine tuning.
I bought the forks for $450 from a guy on the RS250 forum. They were just rebuild with OEM parts minus dust seals. I may at some point need to add those but not an easy thing. Used 5wt Motul fork oil with 100mm air gap.
Added the Braking wave rotors just to add some "BLING" to the ride. Changed the pads with Ferodo Sinter XR pads.
Now its off to test


pit
bull
GO!!!!!!!!